

# AMERICAN RAILROAD JOURNAL.

## STEAM NAVIGATION, COMMERCE, FINANCE, ENGINEERING, BANKING, MINING, MANUFACTURES.

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for the *Journal*.

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and direction of this gentleman, if we may believe what we have read, heard or know.

The most serious assaults made on Mr. Isherwood have been by Mr. Dickerson, an eminent, and enthusiastic and talented engineer of this city, and the contest has never yet been brought to a point. The war being over, Mr. Isherwood's plans, influence, and theories, amount to nothing in the future, and can hereafter put no money in any one's pocket; and on the other hand Mr. Dickerson and his friends, such as Mr. Fobes of Boston, will have only the glory of amateurs, and not the profits of contractors, no matter how well they succeed in establishing their principles.

Perhaps the truth will never be fully known, as to the merits or demerits of the contest which Messrs. Fox and Isherwood have so perseveringly maintained. It is to be hoped however that some competent authority will ventilate the subject sufficiently to let the public know what were the interests which prevailed, and who it was that was able to obtain contracts for vessels that never fulfilled their condition, theoretically or practically.

We make these brief remarks because we see the old controversy revived again on the part of Mr. Dickerson, who has challenged the Secretary of the Navy to compare the working of the steamer *Algonquin* with any similar vessel at the disposal of the Navy Department, in order to test their comparative excellence. The Navy Department has accepted the challenge, and submits the *Winooski* to the required test so far as this:

The two vessels, instead of running a trial trip to sea, and testing under all circumstances their effective service value, are to be tied up along side of a pier, so that they cannot move, and then the wise men of the Novelty and Dry Dock Works are to examine and report, how many times the wheels of these two steamers turn in a certain number of hours, the average number of revolutions, the quantity of coal burned, the pressure of steam, the amount of vacuum, and every other theoretical fact which engineers delight in questioning.

But the real superiority of the *Algonquin* to the *Winooski* will never be determined in this way. The movements of an engine, when a steamer is fastened to a dock, are no test of her power when in motion, as engineers well know, and as Mr. Ren-

wick has recently explained in his card in the *Evening Post*. Nor is it practicable to work steam expansively under such conditions for obvious reasons.

We consider therefore the acceptance of the challenge by the Navy Department as a mere attempt to escape discomfiture, by a resort to technicalities which will prove nothing at all.

We shall doubtless know how much coal the two steamers burned while lying still, how many times their wheels have turned, how high was the steam, and what was the average vacuum; but which on a voyage was the fastest, consumed the least coal, and came out in the best condition, we shall not know by this experiment, and it was never intended that we should know. To common sense people this trial is to be very similar to one which should be made to test the strength, speed and powers of endurance of two men, of really different frame, temperament, habits, circulation and appetite. To tie these men up to a stake, to fasten their legs, and then count the beats of their pulses, ascertain how much food they had consumed, and how much water, would give but very little idea of the endurance, speed or comparative powers of either. So a contest between two steam engines tied up to a wharf will give us no idea of what an exquisitely designed model, or splendid lines in the water will do when impelled by scientifically applied power. There are two systems at work, both different. They cannot be compared except by their difference and their opposites.

In short we consider these dock experiments utterly fallacious, and inconclusive, and tending to obscure and obfuscate the public mind, as no doubt it is intended. We are not trying wharves, or stationary engines, we are looking for fast steamers.

We consider the experiment about as useful and as satisfactory as if two steam saw mills were pitted against each other, to test the superiority of locomotives generally.

At a Directors' meeting of the P. C. & B. V. R. R. Co., at Baraboo, Wis., Gen. A. W. Starks was chosen President of the company; Maj. Chas. H. Williams, Treasurer; A. A. Avery, Esq., Secretary, and L. J. Claude, Esq., Engineer.

The annual meeting of the Belvidere Delaware Railroad Company, and the Flemington Railroad and Transportation Company was held at Trenton N.J., on the 26th ult., when the following directors were chosen for each corporation:

*Belvidere Delaware Company.*—Robert F. Stockton, Edwin A. Stevens, Richard Stockton, Ashbel Welch, Chas. Sitgraves, Chas. Bartles, Geo. M. Robeson, Lewis Perrine, Benjamin Fish.

*Flemington Company.*—Robert F. Stockton, Richard Stockton, Chas. Bartles, Jno. G. Reading, Edwin A. Stevens, Benjamin Fish, Alex. Wurts, Wm. P. Emery, Hugh Capner.

**Chicago, Burlington and Quincy Railroad.**

The earnings of this road for the year ending April 30, 1865, between Chicago and Burlington, Peoria and Galesburg, and Yates City and Lewiston, 300 miles, were:

From freight	.....	\$3,395,679 45
" passengers	.....	1,158,596 21
" mails and miscellaneous	.....	133,911 04
		<hr/>
		\$4,688,186 70

The operating expenses were:

Repairs of track	.....	\$709,273 68
" bridges	.....	48,992 15
" buildings	.....	67,270 26
" fences	.....	28,211 32
" locomotives	.....	318,766 69
" cars	.....	229,449 93
Loss and damage	.....	42,195 72
Fuel consumed	.....	170,592 82
Oil and waste	.....	61,931 60
Train service	.....	106,097 88
Engine	.....	153,853 81
Station	.....	185,374 52
Water	.....	55,573 92
General expenses	.....	131,078 31
Miscellaneous	.....	36,484 49
		<hr/>
		2,436,147 10

Earnings less expenses	.....	\$2,252,039 60
Interest and exchange	.....	14,630 36
Add balance to credit of income account April 30, 1865	.....	1,026,093 11
		<hr/>
Total	.....	\$3,292,763 07

From which deduct—

Interest on bonds	.....	\$349,035 14
Premium on fract'l stock	.....	8,491 61
Taxes—State	.....	71,846 74
" National	.....	176,873 00
Expenditures for improvements	.....	47,485 09
Rent of depots & tracks	.....	17,921 60
Transfer office expenses	.....	2,000 00
Dividend May 25, 1864.	.....	262,844 00
Distribution of stock	.....	745,600 00
Dividend Nov. 15, 1864.	.....	519,600 00
Transfer to sinking fund	.....	102,664 86
		<hr/>
		2,304,362 04

Balance May 1, 1865 ..... \$988,401 03

The road of this Company consists of the line from Chicago through Galesburg to Burlington, 204 miles; from Galesburg to Quincy 100 miles; from Galesburg to Peoria, 53 miles; from Yates City to Lewiston, 30 miles, and that part of the old road from the Galena Junction to Aurora, 13 miles, making a total of 400 miles.

The expenditures made for construction and in the purchase of this 400 miles of road, including depot grounds and buildings in Chicago, but exclusive of the cost of equipment, has been ..... \$12,472,407 44  
For equipment ..... 2,518,233 12  
For Union Track in Chicago ..... 64,612 31

Total cost of road, equipment and appurtenances ..... \$15,055,252 87

The Capital Stock of the Company on the 30th of April was, \$8,376,510.

The Funded Debt, exclusive of the Bonds canceled by the Sinking Fund, was as follows:

Chicago and Aurora and Central military tract bonds	.....	\$169,000 00
Chicago, Burlington and Quincy trust mortgage sinking fund, 8 per cent. bonds convertible	.....	467,000 00
The same class of bonds, inconvertible	.....	3,167,000 00
Chicago, Burlington and Quincy trust mortgage 7 per cent. bonds, issued on road from Peoria to Burlington	.....	680,000 00
Chicago, Burlington and Quincy second mortgage bonds, 4 and 4½ per cent., issued in exchange for bonds of Quincy and Chicago Railroad Company	.....	941,000 00
Chicago, Burlington & Quincy scrip certificates issued for the same purpose as above, not bearing interest	.....	\$667,000 00
Less scrip redeemed	.....	196,031 25
		<hr/>
		500,968 75

Total bonds and scrip, average rate of interest 6.63 per cent.	.....	\$5,924,968 75
Capital stock	.....	8,376,510 00

Total stock, bonds and scrip ..... \$14,301,478 75

Excess of cost of road, equipment and appurtenances over stock and bonded debt, \$753,774 12.

The other assets and liabilities of the Company, on the 30th day of April, were:

ASSETS.		
Value of material on hand for the future use of the operating department	.....	\$500,212 19
Accounts, bills receivable, due from Agents and connecting roads	.....	347,868 22
Deposits in New York, Boston and in Treasury	.....	420,521 48
Steam Ferry Boat at Burlington	.....	29,741 20
Chicago Teams (used for City Delivery of freight)	.....	8,003 89
Total	.....	\$1,306,346 93

LIABILITIES.		
Amount unclaimed div.	.....	\$1,353 00
Accounts and pay rolls	.....	83,763 34
Due agents and connecting roads	.....	440,142 55

525,258 89		
Balance of Assets	.....	\$781,088 04
Add excess of cost of road, &c., over stock and bonded debt	.....	753,774 12

Total	.....	\$1,534,862 16
Less payments for sinking fund	.....	649,125 99

Balance ..... \$885,736 17

Add for temporary purchase of bonds the past year for sinking fund not canceled, but yet included in bond account	.....	102,664 86
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Total ..... \$988,401 03

The income and operating accounts of the Road, from Galesburg to Quincy, have not been transferred to this company, and consequently do not appear in this report.

The capital stock of the company has been increased the past year by the sale of 10,537  $\frac{7}{10}$  shares of stock to stockholders at par, as per circular of April 29th, 1864, and the distribution of 7,456 shares on account of surplus earnings of the road, and the issue of 30 shares in exchange for Chicago, Burlington and Quincy 1st mortgage convertible bonds, amounting in all to ..... \$1,805,360 00 The bonded debt has been reduced. 208,062 50

Total increase of stock and bonded debt ..... \$1,602,297 50

The expenditures during the same time for construction and equipment, including payments on account of purchase of road, have been as follows:

For new road from Chicago to Aurora	.....	\$252,242 57
For South Branch Dock Lands, tracks and improvements	.....	33,376 29
For Land, Tracks, buildings and improvements for cattle yards, Chicago	.....	210,839 70
For sundry other buildings at Chicago and on the line	.....	9,399 20
For lands for depot at East Burlington, and grading levee and buildings thereon	.....	41,159 09
For bridges and culverts and other improvements on the line from Peoria to Burlington	.....	56,005 90
For depot grounds and buildings at Peoria	.....	49,545 31
For union track, Chicago	.....	17,812 30
For completion of telegraph line	.....	4,961 48
For locomotive engines	.....	\$37,880 00
For passenger cars	.....	59,088 03
For freight cars	.....	243,260 09
		<hr/>
		340,178 12
For on account of purchase of Quincy and Chicago road	.....	178,365 74

Total expenditure ..... \$1,193,885 70

The Treasurer's report shows the gross income of the 300 miles of road, the past year, to have been \$4,688,186 70, being an increase over the previous year, of \$1,597,975 67 or 51.7 per cent., over the earnings of last year.

This income has resulted in part from the use of the new line of road, since the 20th of May, instead of the thirty miles of the Galena road, previously used for the passage of our trains and business, for the use of which, since May 20th, this company would have paid that company, if the new line had not been built, about \$236,000, in part from \$55,000 local earnings of new line, and in part from an increase in business and from the higher rates charged for transportation, rendered necessary by the largely increased cost of operating and maintaining the road.

The road and equipment has been fully kept up and maintained, notwithstanding the high prices that have ruled, and are now in better condition than at any former period.

The operating expenses have been fifty-two per cent. of earnings, or about the same as the previous year. There has been added to the equipment of the line, the past year, 6 locomotive engines, besides one re-built nearly new and not included in report of last year, (four being for the Quincy and Chicago road,) 6 passenger cars, 1 mail and express car, 174 house, freight and cattle cars, 21 platform and coal cars, 1 paymaster's car and 1 tool car, also 6 passenger cars and 6 drovers' cars are nearly completed.

The equipment of the line now consists of: 105 locomotive engines, 46 passenger coaches, 25 baggage, express and mail cars, 1 paymasters' car, 1,508 house, freight and cattle cars, 422 platform and coal cars, 36 conductors and drovers cars, 1 wrecking, 1 tool and 1 piledriving car.

For a considerable portion of the time the past year, the equipment of the line was inadequate to meet the just demands of the business of the road. To meet this, and to provide to some extent, for future business, 7 locomotives engines and a large number of cars have been added and a further order for six locomotive engines has been made, to be delivered before the first of September, the time the pressure of fall business usually commences.

The new line of road from Chicago to its connection with the old line at Aurora, including the ten miles of double track extending from Chicago to Lyons, has been thoroughly and substantially built and completed, excepting a few miles of the ballasting of the double track, which is now being done. It became necessary to suspend this work last fall, all the rolling stock being required in the freight business of the road.

The advantages to this company of having an

independent line and road of their own, especially at its main terminus, which the building of this new line gives, have not been over estimated, as the present business, condition and operation of the road has and will continue to demonstrate.

This company has carried out their agreement with the South Branch Dock Company, by laying a track from their line of road to and along the north side of that company's property, so far as the same is required to transact business on the canals now ready for use. This track has been laid through Brown street, instead of west of Barber street, as originally contemplated, which has added something to the cost for the right to open and occupy this street. This expense however, will be largely compensated for in the increased value, in the using of that large and valuable property in connection with the business of the road, the track now connecting immediately at our depot and grounds instead of about one mile west of there.

The canal in front of this company's property and the dock one thousand feet in length has been completed, the necessary track laid and the property is now being used for the business of the company.

The work designed to place the road from Peoria to Burlington in proper condition for economical use has been continued, although at a considerable increase in cost. This expense so far as it could reasonably be charged as repairs or renewal of work has been charged to operating account, and the residue has been charged to account of cost of the road. Lands have been purchased at Peoria for depot purposes, a passenger house has been erected at this place for the joint use of this company, and the Toledo, Peoria and Warsaw Railroad Company.

A new engine house, water house, car repair shop and blacksmith shop, have been substantially built of brick. Coal houses and turntables have also been built, a freight house is yet to be constructed to complete the buildings at this place.

The grade and track extending over the Mississippi bottoms for a distance of six miles eastward from Burlington, has been raised some two feet above the highest known water mark.

The embankments have been protected from washing, and some thirty-five hundred feet of substantial pile bridging has been built to secure ample water-way for the passage of water in time of extensive floods. In arranging and providing a depot at East Burlington, that should be secure and above high water, it was found necessary to change the location to a point immediately south of and adjoining the old depot grounds. These additional grounds have been purchased, and a sufficient amount for ordinary purposes have been filled and graded and secured by levee and other protection. An engine house, turntable, water house and coal house have been erected, the necessary tracks laid, and a freight and passenger house is in course of erection.

These grounds and improvements have been located and arranged with reference to and in view of the location and building of a bridge at an early day over the river to connect with the Burlington and Missouri River Railroad, in the city of Burlington.

In the last annual report, it was stated that the company had "recently purchased, just within the city limits, adjoining the new line of their road, about forty acres of land, for the purpose of erecting stock-yards thereon." Some considerable expenditure has been made upon the lands, but the work upon them has been suspended, in consequence of an effort by several of the principal railroad companies, whose lines terminate in Chicago, to construct Union stock-yards, to which all can have easy access, and by means of which one general mart for the transaction of stock business can be established, which, it is thought, will conduce to the best interests of all parties concerned.

The Union Stock Yard Company purchase from this company its improvements, and the unused materials on hand, at cost, and it is believed the lands, or so much of them as are not required by

the company for other purposes, can be sold for sufficient to fully reimburse this company for its outlay.

The cost of repairs on the Chicago, Burlington and Quincy and Quincy and Chicago line, 400 miles, is \$884,257 28, less \$66,323 42 for improvement—leaving \$817,933 86 for repairs proper. The number of miles run by locomotives on the above named lines is 1,963,105: Cost per mile for engine repairs, 16.19 cents; for oil and waste, 1.79 cents; for fuel, 12.60 cents—total cost per mile run, 30.48 cents.

The number of passengers carried over the whole line during the year was 842,559; of these, 49,967 were through, and 792,492 way. Of the through passengers, 21,360 were carried east, and 28,707 west. Of the way passengers, 395,328 were carried east, and 397,164 west. Total carried east, 416,688; do., west, 425,871. Total mileage of passengers, 43,406,925—an increase over the previous year of 12,797,060.

The total number of tons moved over the whole line in 1864, was 809,674; in 1865, 737,511—a decrease of 72,163. Total tonnage east in 1865, 456,835; do., west, 280,678. Total number of tons moved one mile over the whole line in 1865, 107,579,360—a decrease of 9,174,148.

The earnings of the line for the fiscal years ending April 30, have been:

	1864.	1865.
Freight	\$2,979,016 21	\$3,919,859 83
Passengers	956,474 89	1,508,234 25
Mails, etc.	104,431 71	153,758 14
	\$4,039,922 81	\$5,581,852 22

#### CONDENSED BALANCE SHEET.

Capital stock	\$8,376,510 00
Funded debt	5,924,968 75
Unclaimed dividends	1,352 00
Unpaid accounts and pay rolls	83,763 34
Due agents and connecting roads	440,142 55
Sinking fund	649,125 99
Balance to credit of income account	988,401 03
	\$16,464,264 66
Construction as per last report	\$9,287,414 55
New road to Aurora	762,877 76
Equipment	1,903,786 82
	\$11,954,079 13
Less reduction made in settlement with Moss, Harding & Co.	\$58,773 26
Less lands sold	12,259 00
	71,032 26
	\$11,883,046 87
New equipment	340,178 12
New road from Chicago to Aurora.	252,242 57
Lands, buildings and improvements on cattle yards	210,339 70
Lands, track and dredging at South Branch Dock	33,376 29
Lands and buildings for East Burlington depot and grounds	16,704 59
Sundry other buildings at Chicago and on the line	9,399 20
Union track at Chicago	17,812 30
Completion of new telegraph line	4,961 48
Improvements on line from Peoria to Burlington	130,005 71
Road and equipment from Galesburg to Quincy	2,157,186 04
Total cost of road and equipment	\$15,055,252 87
Fuel and materials on hand	537,057 28
Accounts and bills receivable	111,778 13
Due from agents and other roads	236,090 09
Cash in N. Y., Boston and Treasury	420,521 43
Deposit with Trustees sinking fund	102,664 86
	\$16,464,264 66

The directors chosen at the annual meeting, June 23, 1865, are as follows:

*President.*—JAMES F. JOY.

*Directors.*—Erastus Corning, James F. Joy, Chauncey S. Colton, John C. Green, Nathaniel Thayer, John M. Forbes, Sidney Bartlett, John W. Brooks, Robert S. Watson, William Boot, John N. Denison.

*Chairman of Board.*—JOHN N. DENISON.

*General Superintendent.*—ROBERT HARRIS.

*Treasurer and Secretary.*—AMOS T. HALL.

#### RICHMOND, FREDERICKSBURG AND POTOMAC RAILROAD.

The cars on this road, carrying passengers and freight, now run fifty-eight miles, or to within three miles of Fredericksburg. The through train starts for and from that point every day, and connects with Colonel Harman's line of stages, which conveys passengers to and from Potomac Creek, where, going north, they are received, and, coming south, they are landed by a line of steamers. The accommodation train between Richmond and Milford runs every day, except Sunday. A freight train leaves and arrives in Richmond every Thursday. It is confidently expected that the trains will go through to Fredericksburg in about two weeks from now, and to Acquia Creek by the middle of next September, at which time there will be placed on the Potomac a newly built line of steamers, to be under the management and control of the old Potomac Steamboat Company, of which Moncure Robinson is President. Work on a bridge, which is to be a permanent structure, was commenced yesterday at the Rappahannock River, under the immediate superintendence of Mr. E. D. T. Myers, Chief Engineer to the company, who has a large force employed. Another large force is engaged, under the superintendence of Mr. William M. Braggin, building bridges and relaying track between the Rappahannock and Acquia Creek. The rolling stock of the company is in complete order, and amply sufficient for present and prospective demands.—*Richmond Whig*, July 26.

#### ALLEGHENY VALLEY RAILROAD.

The Armstrong *Democrat* says that the Allegheny Valley Railroad Company is now building ten miles of its road between Kittanning and Orrsville. From Orrsville to the mouth of Red Bank the road has also been located. This would make it ten miles more, and bring it to another great centre for the oil and iron business of the Clarion and Red Bank, as well as for the Brady's Bend Iron Works. Were it possible for the people of Clarion and of Brookville to build branches from their respective towns to the junction at the mouth of Red Bank, the finest mineral and agricultural country in any part of Pennsylvania would thus be opened up.

#### BEAR CREEK RAILROAD.

At a late meeting of the Bear Creek Railroad Company, the Chief Engineer, Mr. Brigdan, was instructed to locate twenty miles of the road at once and prepare it for letting early in August. The parties that have taken the construction of this road in hands are monied men, and state that they will push the road through without delay.

*The Pottsville Miner's Journal* says: "The grading, laying the rails, etc., of the Passenger Railroad to St. Clair has been awarded to Judge Reilly of this Borough. The work will be commenced as soon as the requisite subscriptions to the stock and bonds are made by the merchants and business men of Pottsville. As the road when completed, will be worth many thousands of dollars to the trade of the Borough, nothing but disregard of their true interests will prevent our business men promptly subscribing."

## Railroads of New York.

A tabular statement of the Railroads in the State, their capital and cost, length, earnings and expenses, dividends, etc., for the year ending 30th September, 1864.

(Compiled from the Annual Report of the State Engineer.)

## Railroads of New York.

A tabular statement of the Railroads in the State, their capital and cost, length, earnings and expenses, dividends, etc., for the year ending 30th September, 1864.

(Compiled from the Annual Report of the State Engineer.)

Railroads. 1864.	Capital Account.			Cost of road and equipm't.	Miles of Road.			Gross Earnings.			Operating and expenses. Repairs.	Earnings less dividends. Am'tnt. Rate. P. c.
	Share Capital.	Funded Debt.	Floating Debt.	Total Capital.	Passenger. M.	Freight. Mails, etc.	Total.	Passenger. M.	Freight. Mails, etc.	Total.		
Troy and Boston	60,111	1,250,000	322,700	2,179,811	1,923,268	34.91	235,490	319,543	18,412	573,445	311,518	261,927
Troy and Cohoes	50,000	.....	.....	60,000	50,000	3.50	.....	.....	.....	.....	.....	.....
Troy and Greenbush	274,400	.....	.....	274,400	294,908	6.00	.....	.....	.....	.....	.....	16,208
Troy and Rutland	325,000	60,000	.....	385,000	385,000	18.50	.....	.....	.....	.....	.....	7
Troy Union	30,000	680,000	.....	710,000	752,601	2.14	.....	49,179	3,461	112,568	15,958	.....
Utica and Black River	811,600	.....	.....	811,600	921,656	34.94	59,928	.....	.....	18,296	48,903	63,565
Utica City	124,500	65,500	7,000	197,000	193,945	4.00	18,296	.....	.....	18,311	.....	33,816
Van Brunt street and Erie Basin	50,000	12,000	280	62,000	62,000	1.25	10,823	.....	.....	8.476	.....	2,380
Warwick Valley	98,124	85,000	.....	188,354	172,580	10.33	8,414	25,122	683	34,219	19,409	14,810
West Shore	7,370	2,200	.....	7,370	5,499	.....	.....	.....	.....	.....	.....	.....
Williamsburg and Coney Island	15,000	.....	.....	15,000	15,000	.....	.....	.....	.....	.....	.....	.....

**Ithaca and Towanda Railroad.**  
Pursuant to call, a large and enthusiastic meeting of persons interested in the construction of a railroad from Ithaca to Towanda, was held at Ithaca on the 19th ult. Hon E. Cornell was appointed President; C. L. Ward, of Towanda; D. M. Osborn, of Auburn; A. H. Miller, of Tioga, and C. F. Wells, of Athens, Vice-Presidents; and E. S. Van Liew, of Seneca; J. F. Means, of Towanda, and J. H. Selkreg, of Ithaca, Secretaries.

The meeting was addressed by the President, Hon. J. B. Williams, Colonel Piolet, of Wysox Valley; C. L. Ward and Colonel Mason, of Towanda; Colonel Wells, of Athens; E. M. Davis, of Philadelphia; Gaylord Willsey, of Van Etten; and C. L. Grant, A. B. Cornell, and J. H. Selkreg, of Ithaca.

The following resolutions, presented by Hon. J. B. Williams, were unanimously adopted:

*Resolved*, That the construction of a railway, connecting the great lines of Northern and Western New York, Canada and the West, with the vast lines of Pennsylvania and the Southern States, by a track of the same gauge, thereby connecting commercially and socially the vast districts embraced within their reach, is an object worthy of the earnest effort of all good citizens.

*Resolved*, That the increasing demand for the products of the coal fields of Pennsylvania throughout Northern and Western New York, the Canadas and the West, alone, demand that a speedy effort be made to open the shortest, cheapest and most available means of transit.

*Resolved*, That as the construction of a railway from the waters of the Cayuga Lake, at Ithaca, to the State line of Pennsylvania, at or near Waverly, (together with the already authorized extension down the Susquehanna,) will at once open the shortest and cheapest way through the lakes and large canals to the Canadas and the West, by which their growing demands may be satisfied. It is therefore resolved, that our efforts be immediately applied to effect the construction of this portion of the road, as the portion most important to the final accomplishment of the great objects under consideration.

*Resolved*, That a committee of eleven be appointed with authority to proceed to receive subscriptions, and to effect an organization of a company, under the general railroad laws of this State, to obtain propositions for right of way, and to do such other acts as may be necessary and proper, to effect the objects of this meeting.

The chair appointed as such committee, Hon. J. B. Williams, D. Boardman, L. L. Tremain, A. B. Cornell, C. L. Grant, of Ithaca; J. A. Nichols and Lyman Bradly, of Spencer; R. D. Van Duzer and John L. Sawyer, of Waverly; and Gaylord Willsey, of Van Etten. On motion of C. L. Ward, Hon. E. Cornell was added to and made chairman of this committee.

Before the close of the meeting a sum in advance of the amount necessary to organize a company under the general railroad law, was subscribed and proper steps taken to push the enterprise forward with all possible speed.

**The Baltimore and Ohio Railroad Company**, which obtained a charter for a road from Washington City to the Point of Rocks, has a competent force of engineers at work in making the actual survey for the road, a preliminary survey having been made some time since; and it is probable before the season closes the road will be well under way. The route will be from Point of Rocks passing between Sugar Loaf Mountain and the Potomac; thence south of the base of Paris Ridge to a point east of Rockville and down the

valley of the Shoo to the District of Columbia line.

#### Pacific Railroad of Missouri.

Geo. R. Taylor, Esq., President of the Pacific Railroad, and Mr. McKissock, Superintendent, have returned from a visit to Kansas City and the Western end of the road, which they have been visiting in order to examine the progress made toward the completion of the work now rapidly hastening to its termination. At this time there remains unfinished a gap of 22 miles between Pleasant Hill and Independence. The road between Kansas City and the last named place has been completed for some time, and is now in operation. For the last eight or ten days continued heavy rains have interfered with work on the unfinished portion of it. But of that work there remains only the laying of the rails, which, with the force at hand, can be put down at the rate of half a mile a day in favorable weather. In a month and a half from this time it is probable that the last rail will be laid and the road will be in full operation through from St. Louis to Kansas City, the latter part of September. The directors of the road have finally made a long desired and advantageous arrangement with the corporate authorities of Kansas City, relative to the passage of the road through that city. Kansas City is but two miles from the eastern terminus of the Union Pacific road, and will soon be connected by rail with it. In no long time a road will come down to the same place from Leavenworth in Kansas. When, as must shortly be the case, Missouri shall recover the measure of her old prosperity, and have entered on the new career that is opening before it, our Pacific road, aided by its western connections, will command a business that will realize all anticipations of its promoters.

—*St. Louis Republican.*

#### Taxable Property in Buffalo.

The following is the valuation of taxable property and the rate per cent. of the general city tax for the years 1864 and 1865. It will be seen that the valuation of the present year has been increased some \$270,000 over last year, notwithstanding the valuation of personal property as assessed is \$10,000 less. Something over \$700,000 has been withdrawn from taxation by the banks alone, and it is the opinion of those best qualified to judge that not less than \$2,000,000 has been invested by citizens and corporations in United States securities and thus placed beyond the reach of State or local taxation:

##### VALUATION OF TAXABLE PROPERTY IN 1865.

Real.....	\$25,491,900
Personal.....	6,517,510
Aggregate.....	\$32,009,410
Tax old territory \$513,995 16	P. c. 1.964—1,000
Tax new territory 67,135 81	P. c. 1.149—1,000
Lamp district, added to general fund tax.....	1,175 00 P. c. 0.094—1,000
Total.....	\$582,305 97
Per centage on gas valuations.....	114—1,000
Per centage on water valuations.....	074—1,000
VALUATION OF TAXABLE PROPERTY IN 1864.	
Real.....	\$25,210,815
Personal.....	6,528,045
Aggregate.....	\$31,738,860
Tax old territory \$347,047 68	P. c. 1.330—1,000
Tax new territory 33,051 71	P. c. 0.583—1,000
Lamp district, added to general fund tax.....	1,148 81 P. c. 0.097—1,000
Total.....	\$381,247 70
Per centage on gas valuations.....	097—1,000
Per centage on water valuations.....	078—1,000

## MINING STOCKS--GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.							COPPER STOCKS.							IRON, COAL, ETC., STOCKS.							GOLD, SILVER, ETC., STOCKS.						
COMPANIES.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.s.h.	COMPANIES.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.s.h.	COMPANIES.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.s.h.	COMPANIES.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.s.h.	COMPANIES.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.s.h.			
COPPER					COPPER					IRON					GOLD, SILVER, AND					GOLD, SILVER, AND							
Acton	Ca.	200,000	5	10c	Jefferson	L. S.	20,000			Copake	N. Y.	50,000	50		Quicksilver	Col.	50,000	10		Quicksilver	Col.	50,000	10				
Acton Vale	Ca.	50,000	5	5c	Keweenaw	"	20,000			East River	"	6,000	50		Etna (G.)	N. S.	100,000	3		Acadia (G.)	N. S.	100,000	3				
Adventure	L. S.	20,000			Rickapoo	"	20,000			George's C'k C. & I.Md.	10,000	100		Albion (G.)	"	100,000	3		Albion (G.)	"	100,000	3					
Albany and Boston	"	20,000	20	19	King Phillip	"	20,000			Harewood	20,000	5		Alpine (G.)	Col.	150,000	10		Alpine (G.)	Col.	150,000	10					
Algoma	"	20,000	2	25	Knolton	"	20,000			Kahadon	Me.	3,000	100		Alps (G.)	"	100,000	5		Alps (G.)	"	100,000	5				
Alliance	Ca.	200,000	24		Lafayette	Ca.	200,000	1	14	Lake Superior	L. S.	20,000	25		American	"	200,000	2		American	"	200,000	2				
Allouez	L. S.	20,000	1	3	Lake	"	200,000	1	14c	Massachusetts	"	25,000	1		Am. & Mex. (S.)	N. M.				Am. & Mex. (S.)	N. M.						
American	Ca.	200,000	24		Lawrence	L. S.	20,000			Mount Pleasant	Pa.	10,000	50		Am. Pioneer	A. T.				Am. Pioneer	A. T.						
Amygdaloid	L. S.	20,000	25		Lenoxville	Ca.	100,000	5	50c	Teal Lake	L. S.	20,000			Arizona (Silver)	"				Arizona (Silver)	"						
Anapolis	Md.	50,000	10		Logan	"	100,000	3	2	Tyson	"	20,000	10		Atlantic (G.)	N. S.	100,000	2		Atlantic (G.)	N. S.	100,000	2				
Arizona	Ariz. T.	10,000	100		Lyster	"	200,000	2		LEAD AND ZINC				At. & Pac. (G. & S.)	Col.	50,000	10		At. & Pac. (G. & S.)	Col.	50,000	10					
Ascot	Ca.	20,000	20		Madison	L. S.	20,000		1	Amenia	N. Y.	100,000	5		Bay State (G.)	Col.	200,000	5		Bay State (G.)	Col.	200,000	5				
Astor	L. S.	20,000	1	6	Malden	"	20,000		1	Bucks County	Pa.	50,000	5		Beacon (G.)	N. S.	200,000	2		Beacon (G.)	N. S.	200,000	2				
Atlas	"	20,000	1	4	Mandan	"	20,000		45c	Canada	Ca.	50,000	5		Benton (G.)	Col.	100,000	5		Benton (G.)	Col.	100,000	5				
Aztec	"	20,000	1	4	Manhattan	"	20,000		21	Clute	"			Black Hawk (G.)	"	50,000	100		Black Hawk (G.)	"	50,000	100					
Balt. and N. C.	N. C.	2,000	5		Marquette	"	20,000		34	Crystal Lake	"			Boston (G.)	"	10,000	50		Boston (G.)	"	10,000	50					
Bare Hill	"				Maryland	Md.	5	40c		Erie	"	20,000	10		Briggs (G.)	"	10,000	100		Briggs (G.)	"	10,000	100				
Bay State	L. S.	20,000	3	8	Mass	L. S.	20,000			Gay's River	"	100,000	2		Bullion (G.)	"	20,000	25		Bullion (G.)	"	20,000	25				
Beaver	"	20,000	1		Massachusetts	"	20,000			Hampton	"	100,000	5		Burroughs (G.)	"	100,000	10		Burroughs (G.)	"	100,000	10				
Bedford	Ca.	125,000	5	50c	Mendota	"	20,000			Keystone	Pa.			Canadian (G.)	Ca.	200,000	2		Canadian (G.)	Ca.	200,000	2					
Black River	"	200,000	24		Merrimac	"	20,000			Lancaster	"			Central (G.)	Col.	50,000	20		Central (G.)	Col.	50,000	20					
Bohemian	L. S.	20,000	7	10	Meteor	"	20,000			Macomb	N. Y.	100,000	5		Chaudiere (G.)	Ca.	100,000	5		Chaudiere (G.)	Ca.	100,000	5				
Bolton	Ca.	20,000	5	13	Meenard	"	20,000		2	Mineral Point	"	100,000	5		Chebucto	N. S.	100,000	5		Chebucto	N. S.	100,000	5				
Boston	L. S.	20,000	5*	14	Michigan	"	20,000			Mount Hope	N. Y.	80,000	5	24	Colonial (G.)	Ca.	100,000	24		Colonial (G.)	Ca.	100,000	24				
B. and Corinth	Vt.	20,000	10		Middlesex	"	20,000			National	"	200,000	1		Colorado (G.)	Col.	50,000	10		Colorado (G.)	Col.	50,000	10				
Brooklyn	L. S.	20,000	2		Mineral Hill	"				New Jersey	N. J.	12,000	100		Consol. Greg'y (G.)	Col.	50,000	100		Consol. Greg'y (G.)	Col.	50,000	100				
Brome	Ca.	100,000	5	2	Minnesota	L. S.	20,000	3	7	N. Y. & Boston	N. Y.	100,000	5		Copalinche (G.)	"	200,000	20		Copalinche (G.)	"	200,000	20				
Cabot	L. S.	20,000	1		Missisquoi	Ca.	150,000	2	14	Oswegatchie	Ca.	100,000	5		Corisannie (G.)	"	100,000	10		Corisannie (G.)	"	100,000	10				
Caledonia	"	20,000	6		Montezuma	N. Mex.	300,000	5		Placentia Bay	N. F.			Corydon (G.)	"	100,000	25		Corydon (G.)	"	100,000	25					
Cambridge	"	20,000	5	20c	Morrison	L. S.	20,000			Ramsay	Ca.	20,000	25		Day & Bushnell (G.)	Col.	300,000	10		Day & Bushnell (G.)	Col.	300,000	10				
Canada	Vt.	100,000	4	90c	Nashua	"	20,000			Rosie	"	100,000	5		Denver (G.)	Col.	50,000	20	124	Denver (G.)	Col.	50,000	20	15			
Carp Lake	L. S.	20,000	14		National	"	54	21		Shawangunk	N. Y.	100,000	5		Dorset (G.)	"	170,000	5		Dorset (G.)	"	170,000	5				
Cascade	"	20,000	43		Native	"	20,000		3	Sussex	N. J.			El Dorado (G.)	Nev.	100,000	5		El Dorado (G.)	Nev.	100,000	5					
Central	"	20,000	14		Naumkeag	"	20,000	1	3	Union	"	100,000	5		Empire (S.)	"				Empire (S.)	"						
Champlain	Ca.	200,000	14		Nelson	Ca.	200,000	1	10c	Wallkill	N. Y.			Empress (S.)	"				Empress (S.)	"							
Chippewa	L. S.	20,000	15		Nequaket	L. S.	20,000		1	Baltimore	"			Eureka (G.)	Cal.				Eureka (G.)	Cal.							
Chatham	"	200,000	2		North	"	20,000		2	Baltimore	"			Excelsior (G.)	Col.	30,000	10		Excelsior (G.)	Col.	30,000	10					
Chaudiere	"	100,000	1	500	Nevada (Silver)	"	20,000			Bear Valley	"	40,000	124		Frankfort (G.)	Col.	100,000	2		Frankfort (G.)	Col.	100,000	2				
Chester	"	200,000	1	120	New England	"	20,000		2	Belmont	"	100,000	5		Garrison's (G.)	Col.	100,000	5		Garrison's (G.)	Col.	100,000	5				
Cheticamp	"	30,000	5	14	Newton	Ca.	200,000	1	8c	Big Mountain	"			Gold (G.)	"	100,000	5		Gold (G.)	"	100,000	5					
Chippewa	L. S.	20,000			North	L. S.	20,000			Blackhall	N. S.	8,000	25		Gold Field	"	50,000	10		Gold Field	"	50,000	10				
Cleveland	Ca.	100,000	5		Cliff	L. S.	20,000			Blackhall	N. S.			Gold Hill	"	50,000	10		Gold Hill	"	50,000	10					
Clifton	"	20,000	1		North	Cliff	L. S.	20,000	4	1	Big Mountain	"			Gold River	"	100,000	3		Gold River	"	100,000	3				
Collin	"	20,000	4	9	North	State	"	20,000	3	25c	Blackhall	N. S.			Gould & Curry (G. S. N.)					Gould & Curry (G. S. N.)							
Colombian	"	20,000	4	9	North	Sutton	Ca.	100,000	5		Blackhall	N. S.			Gunnell (G.)	Col.	300,000	10	14	Gunnell (G.)	Col.	300,000	10	14			
Consolidated	"	20,000	5	5c	North	Western	L. S.	20,000	74	32	Bridgeport	Pa.	30,000	10		Gilpin (G.)	Col.	100,000	5	14	Gilpin (G.)	Col.	100,000	5	14		
Copper Falls	"	20,000	24	19	Norwich	"	20,000			Broad Mountain	"	30,000	10		Gold (G.)	"	100,000	5	35	Gold (G.)	"	100,000	5	35			
Copper Harbor	"	20,000	1		Ogima	"	20,000			Butler	"			Gold Hill	"	50,000	10		Gold Hill	"	50,000	10					
Copper Hill	"	200,000	1	210c	Ontonagon	"	20,000			Cape Briton	N. S.	200,000	24		Gould (G.)	Col.	150,000	2		Gould (G.)	Col.	150,000	2				
Copperas Hill	"	50,000	10		Ottawa	Ca.	200,000	1	28c	Carbone	"			Hope (G.)	"	80,000	25	10	Hope (G.)	"	80,000	25	10				
Cornwall	Vt.	100,000	2	25c	Pacific	L. S.	20,000			Central	"			Isaac's Harbor (G. S. N.)	Col.	100,000	5		Isaac's Harbor (G. S. N.)	Col.	100,000	5					
Dacotah	L. S.	20,000	1		Petrich	"	20,000	25	24	Coal Brook	"	4,000	50		Isabella (G.)	Col.				Isabella (G.)	Col.						
Dana	"	20,000	1		Pewable	"	20,000			Continental	"	10,000	50		Kennebe (G.)	Ca.	100,000	5		Kennebe (G.)	Ca.	100,000	5				
Deep River	N. C.	5			Phila. & Boston	"	20,000	15	2	Daniel Webster	"	5,000	100		Kent (G.)	N. S.	200,000	1	</								

## CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.  
N. B.—A dash [—] signifies "nil" and leaders [....] "not ascertained."

Fiscal year ending.	Completed: equi- valent in single track	Length.	Eqn-p- ment.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebted- ness.	Earnings.	Market Price.	PASSENGER RAILROAD BONDS.													
											Cost of Road and Equipment.	Share Capital paid in.	Bonded Debt	Floating Debt	Gross.	Nett.	Dividends on paid capital.	Par Value.	Amount out- standing.	Interest Rate.	Pay- able.	Principal payable.	Market Price.	
30 Nov. '64	3.36	m.	m.	No	MASSACHUSETTS.	\$	\$	\$	\$	\$														
30 Nov. '64	4.52	179	28		Boston and Chelsea.	110,000	110,000	—	8,800	7,400	6	41												
30 Nov. '64	27.43				Broadway, Boston.	256,257	250,000	—	26,482	129,615	16,895	55												
30 Nov. '64	7.5				Cambridge	734,671	727,800	150,000	94	(Union Co.)	9	96												
30 Nov. '64	1.41				Dedham and West Roxbury	41,000	—	—	—	—	—	—												
30 Nov. '64	2.80	26	6		Dorchester and Roxbury	18,742	12,000	—	6,660 (Metropoll. N.)	6	46													
30 Nov. '64	11.75	200	31		Lowell (Horse).	43,894	40,129	—	3,590	11,062	766	—												
30 Nov. '64	3.41				Lynn and Boston.	254,611	200,000	50,000	18,185	129,927	12,197	8	90											
30 Nov. '64	2.97				Malden and Melrose	60,246	200,000	73,100	66 222	20,807	—	—	26											
30 Nov. '64	31.85	841	140		Medford and Charlestown	35,000	23,000	—	—	(Middlesex)	5	26												
30 Nov. '64	6.84	263	41		Metropolitan (Boston).	1,420,141	1,176,075	31,000	218,487	580,043	49,981	6	60											
30 Nov. '64	5.69	75	9		Middlesex (Boston).	488,945	400,000	104,617	170,235	—	—	3	63											
30 Nov. '64	6.75	66	15		Quincy.	135,243	71,600	55,583	31,533	28,510	1,369	—												
30 Nov. '64	2.68				Salem & South Danvers.	173,980	150,000	—	25,800	37,017	—	—												
30 Nov. '64	2.50	10	2		Somerville.	50,000	50,000	—	(Middlesex)	5	26													
30 Nov. '64	6.74				Suburban.	35,300	32,900	—	—	(Middlesex)	—	—												
30 Nov. '64	6.00	70			Suffolk (Boston).	95,500	5,000	—	—	(Middlesex)	—	—												
30 Nov. '64	1.55				Union (Transportation).	241,441	180,000	20,000	144,316	278,428	—	47												
30 Nov. '64	2.25				West Cambridge.	13,600	13,600	—	—	(Leased)	6	—												
30 Nov. '64	11.60	58	8		Winnisimmet.	62,154	60,000	—	939	21,889	—	—												
					Worcester.	86,657	75,800	—	53,668	25,453	—	—												
31 Jan. '64	3.0	3.0	45	7	CONNECTICUT.	100,000	100,000	—	—	—	—	8	—											
31 Dec. '62	8.5	11	3		Fairhaven and Westville.	300,000	300,000	—	—	—	—	—	—											
30 Sep. '63	10.76	—	28		Hartford and Wethersfield.	216,918	200,000	27,500	408	55,780	15,491	6	100	110										
30 Sep. '63	4.00	2.80	2		New York.	106,125	61,625	44,500	—	—	—	100	69											
30 Sep. '63	24.00	35	43		Broadway (Brooklyn).	804,370	492,150	327,150	44,778	146,218	7,216	—	48											
30 Sep. '63	56.18	1.90	140	29	Brooklyn Central & Jamaica	1,331,357	1,000,000	170,000	—	542,641	132,836	9	100	130										
30 Sep. '63	10.50	4.25	56		Brooklyn City.	284,765	346,000	166,000	11,790	61,453	7,881	3	58											
30 Sep. '63	10.00				Brooklyn City & Ridgewood	51,323	53,500	—	—	—	—	—	—											
30 Sep. '63					Buffalo Street.	—	—	—	—	—	—	—	—											
30 Sep. '63					Central City (Syracuse).	—	—	—	—	—	—	—	—											
30 Sep. '63	16.00	14.00	23	1	Central Pk. & E. Riv. (N. Y.)	994,655	444,073	550,000	—	19,794	7,008	—	—											
30 Sep. '63	17.50				Coney Island and Brooklyn.	543,687	494,800	13,000	44,251	63,288	—	100	69											
30 Sep. '63	6.00				East & North River (N. Y.).	650	650	—	—	—	—	—	—											
30 Sep. '63	17.33	91	91		Eighth Avenue (N. Y.).	978,534	800,000	—	30,000	388,598	124,445	12	100	—										
30 Sep. '63	11.00	1.00	70	42d st. & Grand st., Ferry	726,361	600,000	127,100	4,000	—	—	—	—	—											
30 Sep. '63	4.52				Fourteenth Street (N. Y.).	—	—	—	—	—	—	8	—											
30 Sep. '63	4.63				Grand St. & Newtown (W'g)	—	—	—	—	—	—	—	—											
30 Sep. '63	4.63				Harlem Br., Morris' & Ford'm	—	—	—	—	—	—	—	—											
30 Sep. '63	—				Main & Ohio St. (Buffalo).	—	—	—	—	—	—	—	—											
30 Sep. '63	—				Niagara Street (Buffalo).	—	—	—	—	—	—	—	—											
30 Sep. '63	19.00	34	34		Ninth Avenue (N. Y.).	447,598	795,360	57,000	—	97,241	23,479	100	—											
30 Sep. '63	—				N. Riv. & Wall st. Ferry (N. Y.).	—	—	—	—	—	—	—	—											
30 Sep. '63	11.00	2.00	70		Port Morris & Westchester.	2,100	1,200	—	—	—	—	—	—											
30 Sep. '63	7.50	3.40	18		Rochester City & Brighton.	81,500	66,000	6,000	7,636	3,977	—	—	60	60										
30 Sep. '63	16.00				Second Avenue (N. Y.).	1,125,848	650,000	500,000	25,000	230,354	51,127	100	60											
30 Sep. '63	8.37	40	25		Sixth Avenue (N. Y.).	1,161,393	750,000	15,000	—	412,600	99,227	10	100	115										
30 Sep. '63	16.50		117	3	Tenth Av & 32d st. (N. Y.).	1,819,308	1,170,000	400,000	—	682,131	233,079	12	100	240										
30 Sep. '63	—	3.50	—		Troy and Lansingburg.	2,160	7,080	—	—	—	—	—	—											
30 Sep. '63	1.50	—	3	V. Brunt st. & ErieBaa (Buff.)	62,000	500,000	6,000	5,150	4,582	752	—	—	—	—										
31 Dec. '62	5.22	—	7		NEW JERSEY.	32,000	30,000	—	2,000	—	—	—	—											
31 Dec. '62	5.05	2.50	8		Hoboken and Hudson City.	134,400	70,000	60,000	—	17,228	9,986	3	—	—										
31 Dec. '62	10.47				Hoboken and Weehawken.	411,000	211,000	200,000	—	71,050	19,188	50	—	—										
31 Dec. '62	17.00	150	22		Jersey City & Bergen Point.	109,000	40,000	60,000	—	—	—	—	—											
31 Dec. '62	5.80	—	8		Orange and Newark.	—	—	—	—	—	—	—	—											
31 Oct. '64	7.89	142	24	1	Chestnut & Walnut (Phila.).	235,421	100,000	135,000	—	128,761	50,439	40	10	49										
31 Oct. '64	8.13	135	17	7	Citizens' (Pittsburg).	185,913	100,000	57,900	19,957	100,381	20,036	8	—	—										
31 Oct. '64	4.12	12	2	0	Delaware County.	30,729	23,780	6,500	333	6,876	1,473	—	—	—										
31 Oct. '64	4.38	119	20	0	Fairmount & Arch st. (Phila.).	194,618	200,000	—	27,895	77,533	5,901	7	20	—										
31 Oct. '64	18.74	257	40	0	Frankford & Southw'k (Ph.).	759,261	490,530	200,000	18,500	251,897	81,029													

## FEDERAL AND STATE SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding, May 31, 1865	Interest.				DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest.				
		Rate.	Periods.	When Due.	Market Price.			Rate.	Periods.	When Due.	Market Price.	
<b>UNITED STATES LOANS.</b>												
Loan of Jan. 28, 1847	registered	\$9,415,250	6	Jan. & July.	1867	117	Massachusetts—Union Fund Loan	coupon	3,000,000	6	Jan. & July.	'71-'76
Loan of March 31, 1848	registered	8,908,342	6	"	1868	112	"	"	600,000	5	"	'77-'88
" "	coupon	842,000	6	"	1868	115	Bounty Fund Loan	"	500,000	5	May & Nov.	1893
Texas Indemnity, of Sep. 2, 1850	coupon	842,000	5	"	1865	225	Coast Defence Loan	"	1,000,000	5	"	1883
Loan of June 14, 1858	registered	20,000,000	5	"	1874	100	Back Bay Loan	"	168,000	5	"	1880
" "	coupon	20,000,000	5	"	1874	96	Michigan—Renewal Loan	coupon	216,000	6	Jan. & July.	1878
Loan of June 22, 1860	registered	7,022,000	5	"	1871	101	"	"	100,000	6	"	1879
" "	coupon	7,022,000	5	"	1871	95	— Canal Loan (sink'g Pd)	"	567,000	7	"	1886
Oregon War Debt of March, 1861	coupon	1,016,000	6	"	1881	102	— War Loan	"	2,000,000	6	"	'88-'83
Loan of Feb. 8, 1861	registered	18,415,000	6	Yearly.	1881	102	— Redemption Pn	"	250,000	8	Jan. & July.	1867
" "	coupon	18,415,000	6	Jan. & July.	1881	107	Minnesota—State bonds	coupon	100,000	7	"	1871
Loan of July 17, & Aug. 5, 1861	registered	264,155,050	6	"	1881	107	"	" (Indian war)	199,000	5	Jan. & July.	1863
" "	coupon	264,155,050	6	May & Nov.	1882	104	"	" (Railroads)	100,000	6	April & Oct.	1863
Loan of Feb. 25, 1862 (5-20s)	registered	514,780,500	6	"	1882	105	Mississippi—State bonds (Banks)	coupon	2,000,000	6	Jan. & July.	'41-'71
" "	coupon	514,780,500	6	Mar. & Sept.	1904	97	Missouri—Bank Stock Loan of 1857	"	63,000	5	Jan. & July.	1863
Loan of March 3, 1864, (10-40s)	registered	172,770,100	5	"	1904	97	"	"	100,000	6	April	1863
" "	coupon	172,770,100	5	May & Nov.	1884	94	— Capitol Loan of 1857	"	40,000	6	Jan. & July.	1883
Loan of March 3, 1864 (5-20s)	registered	90,780,000	6	"	1884	104	— Renewal Loan of 1853	"	200,000	6	"	'72-'88
" "	coupon	90,780,000	6	"	1884	104	R. R. Loans: Pacific R. R.	coupon	7,000,000	6	"	'87-'89
Treasury Notes of July 17, 1861	coupon	456,150	7.3	April & Oct.	1864	—	" S. W. Branch	"	4,500,000	6	"	'73-'87
" June 20, '64 & Mar. 3, '65	1st series	300,000,000	7.3	Feb. & Aug.	1867	"	H. & St. Joseph	"	3,000,000	6	"	'72-'87
" March 3, 1865	2d series	300,000,000	7.3	June & Dec.	1868	"	M. Missouri	"	4,350,000	6	"	'73-'89
" 1865	3d series	29,511,650	7.3	Jan. & July.	1868	"	Iron Mountain	"	3,501,000	6	"	'87-'89
Debt Certificates		126,538,000	5	At maturity.	—	"	C. & Fulton	"	650,000	6	"	1899
One & Two Year Treas'y Notes (legal tender)		50,856,380	5	"	—	"	Platte Co.	"	700,000	9	June & Dec.	'64-'66
Three Year's Compound Interest notes of '63		15,000,000	6	at maturity.	1866	"	Revenue bonds	"	431,000	6	"	1876
" " " of '64		160,143,620	6	"	1867	"	State Defense warrants	"	780,000	6	Feb. & Aug.	1874
United States Notes (greenbacks)		433,160,569	5	"	—	"	New Hampshire—State bonds	coupon	535,100	6	"	Var.
Fractional currency		24,667,404	5	"	—	"	"	"	200,000	6	Jan. & July.	'65-'71
<b>STATE LOANS.</b>												
Alabama—State bonds	coupon	3,422,000	5	Jan. & July.	1877	—	New Jersey—State stock	registered	95,000	6	Jan. & July.	1871
Arkansas—State bonds (R. E. B.)	coupon	899,000	6	No interest	1883	"	"	"	531,820	6	"	pleas.
" " " (Bk of State)	coupon	610,000	6	paid for	1883	"	New York—General Fd:	Astor Debt	561,500	5	Jan. & July.	1868
" " " ( " )	"	38,000	6	many yrs	1868	"	"	Deficiency Loans	348,107	5	"	pleas.
California—Civil bonds of 1857	coupon	3,727,500	7	Jan. & July.	1878	115	"	"	900,000	5	Jan. & July.	1875
" " " 1860	"	198,500	7	"	1880	"	"	"	442,961	6	"	pleas.
" " " War bonds	"	610,064	7	"	1872	"	"	"	1,189,781	6	Jan. & July.	'68-'78
Connecticut—War Fund bonds	coupon	2,000,000	6	Jan. & July.	'71-'72	"	"	"	1,300,000	7	"	100
" " " " " "	"	1,000,000	6	"	'81-'82	"	"	Comptroller's b'nds	700,000	7	"	1870
Florida—State bonds	coupon	143,000	7	Jan. & July.	1872	"	"	"	28,698	5	"	'65-'67
Georgia—State bonds	coupon	72,000	5	Jan. & July.	1872	"	"	Railroad Loans	421,000	6	Jan. & July.	1864
" " " (R. R. & Bk)	"	2,073,750	6	"	'63-'80	80	"	"	257,700	4	J. A., J., & O.	1866
" " " (R. R.)	"	526,000	7	"	'62-'72	95	"	"	63,000	5	Feb. & Aug.	1865
Illinois—New Int. Impr. stock	inscribed	1,970,967	6	Jan. & July.	1870	101	"	"	28,000	5	J. A., J., & O.	1865
" " " bonds	"	1,322,085	6	"	1877	100	"	"	320,000	6	Jan. & July.	1867
" " " Interest stock	"	737,222	6	"	1880	95	"	Canal Fund Loans	100,000	5	"	105
" " " Refunded stock	coupon	2,187,000	6	"	1880	95	"	"	6,922,274	6	"	'63-'74
" " " War bonds	"	2,000,000	6	"	1879	95	"	"	15,889,025	6	"	'64-'70
" " " Canal bonds (sterling)	"	1,778,423	6	"	1870	100	"	"	1,200,000	6	Various.	78
" " " (dollar)	"	1,969,397	6	"	1870	96	"	"	9,129,505	6	"	Var.
Indiana—State stock	registered	5,325,500	5	Jan. & July.	1886	80	"	"	1,258,279	6	Jan. & July.	1860
" " " State Int. Imp. bonds (not adjusted)	"	391,000	5	"	1886	75	"	"	1,015,000	5	"	104
" " " State War Loan bonds	coupon	1,371,780	6	May & Nov.	1881	93	"	"	379,866	6	"	1865
" " " Canal Preferred stock	"	4,079,500	5	Jan. & July.	1886	86	"	"	2,182,532	6	"	1875
" " " special stock	"	1,216,737	5	"	1883	"	"	"	1,600,000	6	"	98
" " " Deferred stock	"	1,243,000	5	"	1881	"	"	"	4,056,309	6	"	95
" " " special stock	"	479,545	5	"	1871	"	"	"	2,400,000	6	"	1866
Iowa—State stocks	coupon	200,000	7	Jan. & July.	1868	82	"	"	125,680	6	"	102
" " " (war loan)	"	800,000	7	"	'81-'82	"	"	"	1,500	5	"	1866
" " " bonds to School Fund	"	122,295	10	Annually.	d'm'd.	"	"	"	279,313	6	"	1868
Kansas—State bonds (sinking fund)	coupon	146,000	7	Jan. & July.	1876	80	"	"	2,920,403	6	Yearly.	---
" " " (domestic)	"	54,000	7	May & Nov.	1878	80	"	"	55,372	4	"	---
Kentucky—State bonds	coupon	4,800,000	5	Jan. & July.	'65-'75	"	"	Pennsylvania—State Stock Loans	131,200	4	April & Oct.	due.
" " " (bank)	"	600,000	5	"	1883	"	"	"	10,780,095	5	Jan. & July.	89
" " " (war loan)	"	67,500	6	"	1891	"	"	"	3,886,070	5	Feb. & Aug.	---
Louisiana—State bonds (R. R. etc.)	coupon	516,130	6	"	'91-'95	96	"	"	3,690,814	5	Mar. & Sept.	due.
" " " (banks)	"	3,902,000	6	"	1871	"	"	"	3,241,898	5	June & Dec.	---
" " " (war loan)	"	5,398,533	6	"	1871	"	"	"	210,283	6	Feb. & Aug.	1882
Maine—State bonds	coupon	670,000	6	"	1870	"	"	"	200,000	4	Jan. & July.	1864
" " " (war loan)	"	1,000,000	6	Mar. & Sept.	'63-'77	93	"	"	1,177,890	5	Feb. & Aug.	1864
Maryland—State bonds (st'l'g)	coupon	816,000	5	Jan. & July.	'81-'83	93	"	"	675,029	5	Feb. & Aug.	1864
" " " (st'l'g conv.)	"	200,376	5	"	1865	"	"	"	1,045,629	5	June & Dec.	1864
" " " (st'l'g conv.)	"	5,585,555	5	"	'89-'90	104	"	"	1,565,673	5	Jan. & July.	1865
" " " (st'l'g conv.)	"	2,490,569	5	"	'89-'90	108	"	"	2,277,755	5	"	1868
" " " (dollar) inscribed	"	500,000	3	"	1890	"	"	"	1,766,214	5	"	1870
" " " ( " )	"	100,000	4	"	1888	"	"	"	4,860,000	5	Feb. & Aug.	1878
" " " ( " )	"	767,560	5	"	42-'58	"	"	"	425,000	5	April & Oct.	1879
" " " ( " )	"	399,408	5	"	1880	"	"	"	1,000,000	6	Feb. & Aug.	1871
" " " ( " )	"	148,711	5	"	'89-'90	103	"	"	360,937	5	June & Dec.	1865
" " " ( " )	"	133,689	6	"	1870	"	"	"	97,360	5	Mar. & Sept.	1868
" " " ( " )	"	35,000	6	"	1870	"	"	"	3,000,000	6	Feb. & Aug.	1871
" " " ( " )	"	603,333	6	"	1870	"	"	"	440,000	5	Jan. & July.	1882
" " " ( " )	"	3,996,558	6	April & Oct.	'63-'71	"	"	"	1,200,000	6	Mar. & Sept.	1882
" " " ( " )	"	505,380	6	"	'88-'90	"	"	"	484,444	5	June & Dec.	1868
" " " ( " )	"	416,500	6	"	'90-'91	121	"	"	1,708,017	6	Jan. & July.	'68-'90
" " " ( " )	"	300,000	5	"	1893	124	"	"	1,310,000	6	"	1877
" " " ( " )	"	500,000	6	Jan. & July.	'65-'71	150	"	"	2,063,606	5	"	1882
" " " ( " )	"	400,000	6	"	1870	"	"	"	12,799,000	6	"	Var. 57
" " " ( " )	"	150,000	6	"	1870	"	"	"	608,000	5	"	Var. 70
" " " ( " )	"	200,000	6	June & Dec.	'68-'77</td							

## RAILROAD EARNINGS—MONTHLY.

Atlantic and Great Western:	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1864	207,298	229,041	226,733	197,267	214,679	314,521	332,098	406,076	446,044	396,847	381,510	357,556	3,709,970
1865	354,755	383,147	449,815	406,680	460,422	521,174	-----	-----	-----	-----	-----	-----	-----
Chicago and Alton:													
1860	55,734	55,123	74,690	63,995	56,211	76,428	81,453	106,635	94,928	107,758	73,751	64,937	938,641
1861	81,631	75,621	78,361	66,358	75,260	63,761	73,474	136,897	141,174	122,487	104,254	80,296	1,068,464
1862	73,169	98,591	110,935	72,196	81,994	90,625	95,096	128,191	132,639	119,409	111,201	111,955	1,225,001
1863	109,850	101,355	104,372	122,084	182,301	145,542	149,187	157,948	170,044	170,910	156,869	158,294	1,673,706
1864	100,991	164,413	195,803	162,723	178,786	206,090	224,257	312,105	354,554	320,879	307,803	252,015	2,770,484
1865	261,903	252,583	288,159	263,149	312,316	343,985	-----	-----	-----	-----	-----	-----	-----
Chicago and Rock Island:													
1860	72,334	66,703	77,408	89,170	104,272	100,403	82,895	139,049	134,500	145,839	92,873	75,457	1,181,003
1861	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	134,084	152,537	128,319	118,763	1,261,050
1862	120,776	90,607	75,676	76,459	102,353	138,374	119,947	117,086	146,268	161,503	138,795	135,595	1,423,489
1863	140,024	130,225	122,512	128,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198,679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	186,172	227,260	311,180	-----	-----	-----	-----	-----	-----	-----
Chicago and Northwestern:													
1863	232,208	202,521	221,709	240,051	280,209	359,898	275,506	299,607	473,188	551,122	435,945	404,183	3,975,935
1864	273,876	317,539	390,355	371,461	466,830	566,145	482,054	519,306	655,304	708,714	705,496	645,943	5,902,383
1865	635,676	481,165	506,290	467,710	568,904	727,193	-----	-----	-----	-----	-----	-----	-----
Cleveland and Toledo:													
1859	59,566	56,779	75,709	62,294	55,652	52,788	44,781	61,791	72,339	79,673	76,304	82,220	780,236
1860	78,170	67,210	86,260	76,032	65,907	55,085	50,386	66,573	84,603	94,406	82,467	88,499	-----
1861	85,239	74,918	86,663	90,324	65,302	63,137	52,289	60,285	84,640	98,528	88,401	105,253	965,059
1862	106,203	88,468	102,175	87,915	69,716	64,910	71,716	75,532	102,176	112,507	117,284	164,876	1,187,544
1863	145,916	146,839	165,780	121,278	103,407	99,569	96,882	96,134	160,551	160,397	148,886	185,920	1,579,509
1864	154,058	176,105	205,329	158,077	125,000	100,000	113,515	154,245	182,110	183,649	184,614	208,291	1,942,983
1865	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Erie:													
1859	304,708	319,593	372,296	380,343	349,953	330,657	361,819	359,114	455,235	465,959	536,608	414,764	4,651,049
1860	354,000	345,000	433,311	457,161	393,409	393,409	319,955	477,642	600,124	587,242	561,448	412,723	5,235,424
1861	404,507	391,932	458,560	547,174	506,610	430,063	372,705	419,010	515,948	719,354	734,108	714,211	6,214,188
1862	609,097	601,595	638,006	626,070	587,416	528,542	595,024	615,962	756,421	886,136	902,906	963,859	8,400,334
1863	845,695	839,949	956,446	949,069	848,783	770,148	731,243	867,092	816,801	965,294	1,024,649	1,035,321	10,469,481
1864	984,837	934,133	1,114,508	1,099,507	1,072,293	1,041,975	994,317	1,105,364	1,301,005	1,222,568	1,224,909	1,324,217	13,429,643
1865	908,341	886,039	1,240,626	1,472,120	1,339,279	1,225,928	-----	-----	-----	-----	-----	-----	-----
Hudson River:													
1859	192,161	190,589	175,773	121,123	141,289	115,444	125,305	155,164	156,973	170,157	157,443	232,033	1,923,434
1860	212,714	209,422	161,047	134,606	156,281	129,906	140,860	167,220	180,000	192,951	169,549	220,370	2,075,822
1861	223,157	206,343	167,560	139,751	150,808	122,683	114,804	135,299	146,424	173,261	197,762	246,288	2,023,537
1862	307,350	231,568	308,963	202,346	192,442	151,427	159,769	195,442	212,118	239,911	270,083	403,571	2,922,970
1863	458,953	426,047	366,802	270,076	244,771	202,392	190,364	219,661	268,100	302,174	295,750	484,550	3,726,140
1864	501,231	472,240	356,626	285,640	281,759	253,049	275,726	306,595	361,600	340,900	340,733	507,552	4,274,556
1865	525,936	418,711	424,870	311,540	351,759	310,049	-----	-----	-----	-----	-----	-----	-----
Illinois Central:													
1860	185,257	185,926	209,994	183,758	219,890	188,060	193,831	248,971	259,643	321,056	243,163	225,196	2,664,848
1861	321,844	279,268	229,334	192,064	199,488	177,829	189,280	268,983	289,862	284,020	243,249	224,401	2,899,612
1862	190,130	236,637	181,084	191,648	206,246	266,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289,224	324,687	407,992	343,929	511,306	478,578	496,433	437,679	424,531	4,571,023
1864	327,900	416,588	459,762	422,797	466,372	510,100	423,578	640,179	799,238	661,391	657,141	603,402	6,329,447
1865	546,410	522,555	592,276	491,297	454,604	590,061	-----	-----	-----	-----	-----	-----	-----
Marietta and Cincinnati:													
1862	33,904	26,252	25,891	38,579	32,668	20,284	37,271	56,687	46,452	81,329	55,257	45,544	512,218
1863	38,203	53,778	60,540	64,306	35,326	40,706	58,704	52,864	77,112	82,059	76,764	68,863	710,225
1864	77,010	74,409	89,901	72,589	83,963	78,697	91,809	90,972	93,078	93,546	96,908	95,453	1,038,165
1865	98,112	86,626	93,503	82,188	73,842	110,186	-----	-----	-----	-----	-----	-----	-----
Milwaukee and Prairie du Chien:													
1860	37,520	32,301	39,501	45,811	59,082	48,707	37,420	60,229	139,761	163,615	90,900	44,895	799,841
1861	54,248	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	67,930	1,153,407
1862	88,903	62,907	47,010	61,759	130,218	144,915	108,721	76,163	109,661	154,369	122,272	61,825	1,163,734
1863	67,130	76,182	44,925	88,177	106,967	111,260	71,587	69,363	155,417	205,655	163,412	122,204	1,247,258
1864	102,749	115,135	88,221	140,418	186,747	212,209	139,647	113,399	168,218	178,526	149,099	117,013	1,711,281
1865	98,183	74,283	70,740	106,059	146,943	224,888	-----	-----	-----	-----	-----	-----	-----
Michigan Southern & Northern Indiana:													
1859	104,345	106,828	143,626	145,258	138,084	122,706	101,710	151,170	173,870	218,465	196,495	152,172	1,754,819
1860	131,467	119,833	166,454	170,842	175,481	134,688	127,273	196,921	223,861	273,722	203,492	134,972	2,068,896
1861	140,925	116,938	153,170	186,951	170,362	161,391	126,558	178,773	235,690	276,181	231,265	189,077	2,189,077
1862	163,152	153,728	157,500	198,120	200,826	181,983	180,915	226,819	276,109	325,818	305,284	279,539	2,647,833
1863	248,784	236,458	236,432	238,495	236,453	241,236	189,145	241,236	308,106	375,567	383,260	348,048	3,302,641
1864	266,600	304,445	338,484	338,276	271,553	265,780	278,891	368,862					



## AMERICAN RAILROAD BOND LIST.

<sup>(4)</sup> signifies that the road is in the hands of receivers. (1) that the company is in default in its interest. S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest.				Description.	Amount.	Interest.	Interest.			
			When payable.	Where payable.	Due.	Price				When payable.	Where payable.	Due.	Price
Galena and Chicago Union :							Memphis and Ohio :						
1st Mortgage Coupon	1,961,000	7 Feb. & Aug.	New York.	1882	103		State (Tenn.) Loan	\$1,340,000	6				
2d Mortgage (S. F.) Coupon	1,336,000	7 May & Nov.	" "	1875	95		1st Mortgage Sterling	467,489	6 Jan. & July.	London.	1872		
Kigin and State Line.	189,000	Jan. & July.	" "	1879	---		1st Mortgage \$75 (convertible)	500,000	8 March & Sept.	"	1869		
Great Western, Ill.:							1st Mortgage (convert.) Dollar	2,240,500	8 "	N.Y. & Boston	1869	110	
1st Mortgage Western Division	1,000,000	10 April & Oct.	New York.	1883	106		1st Mortgage (convert.) Dollar	257,000	8 April & Oct.		1862	112	
" Eastern "	1,350,000	7 Feb. & Aug.	" "	1865	102		1st Mortgage (S. F.) convertible	4,330,500	8 "	" "	"	1882	112
Hannibal and St. Joseph :							Mich. Southern and N'th Indiana :						
Missouri State Loan (1st Lien)	3,000,000	6 Jan. & July.	New York.	173-187	85		Michigan Southern, 1st	1,000	7 May & Nov.	New York.	1860		
Land Security	3,344,600	7 April & Oct.	" "	1881	93		Northern Indiana, 1st	6,000	7 Feb. & Aug.	"	1861		
Convertible Bonds	822,000	7 Jan. & July.	" "	1883	100		Erie and Kalamazoo	38,000	7 March & Sept.	" "	1862		
Harrisburg and Lancaster :							Northern Indiana, Plain	7,000	7 Feb. & Aug.	" "	1863		
New Dollar Bonds	661,000	6 Jan. & July.	Philadelphia	1883	100		Jackson Branch	77,000	7 "	" "	1865		
Hartford and New Haven :							Goshen Air Line	682,000	7 "	" "	1866	100	
1st Mortgage	927,000	6 Feb. & Aug.	New York.	1883	99		Detroit and Toledo	734,000	7 "	" "	1876	98	
Houston and Texas Central :							1st General Mortgage (S. F.)	4,822,000	7 May & Nov.	" "	1885	97	
State (1st Lien) Loan	210,000	6 Jan. & July.	Bridgeport	1877	---		2d General Mortgage	2,104,500	7 "	" "	1877	88	
Hudson River :							*Milwaukee and Beloit :						
1st Mortgage	4,000,000	7 Feb. & Aug.	New York.	1869-1970	1044		1st Mortgage	630,000	8				
2d Mortgage (S. F.)	2,000,000	7 June & Dec.	" "	1885	102		1st Mortgage	420,000	8				
3d Mortgage	1,840,000	7 May & Nov.	" "	1875	104		2d Mortgage	600,000	8				
Convertible	1,002,000	7 "	" "	1867	95		Milwaukee and Prairie du Chien :						
Illinois Central :							1st Mortgage (Coupon)	667,000	7 Jan. & July.	New York.	1891	98	
Optional Right bonds	33,000	7 Jan. & July.	New York.	1868	---		Minnesota and Pacific :						
Construction	7,975,500	7 April & Oct.	London.	1875	---		Real Estate	1,200,000	7 Jan. & July.		1892		
Construction	2,896,500	6 " "	New York.	1875	114		Mississippi Central :						
Redemption bonds	2,086,000	6 " "	" "	1890	---		1st Mortgage	1,007,363	7				
Indiana Central :							Mississippi Central and Tenn.:						
1st Mortgage (convertible)	600,000	7 Jan. & July.	New York.	1866	---		State (Tenn.) Loan	529,000	6				
2d Mortgage	364,000	10 "	" "	1866	117		Mississippi and Missouri :						
Income	20,500	---					1st Mortgage (convertible)	1,000,000	7	New York.			
Indianapolis and Cincinnati :							2d Mortgage (S. F.)	400,000	8				
1st Mortgage	500,000	7 Jan. & July.	New York.	1866	106		Oakaloosa Division	688,556	7 Jan. & July	" "	1875	184	
2d Mortgage	400,000	7 " "	" "	1862	100		1st Land Grant	3,812,000	7	" "		364	
Real Estate Mortgage	200,000	7			1858	68	2d Land Grant	691,000	---				
Ind., Pittsburgh and Cleveland :							Income bonds	513,300	---				
1st Mortgage	650,000	7 Jan. & July.	New York.	1870	---		Mississippi and Tennessee :						
2d Mortgage	347,000	7 " "	" "	1870	---		Tennessee State Loan	98,000	6				
Indianapolis and Madison :							Mississippi State Loan	202,799	6				
Mortgage	640,000	7 May & Nov.	New York.	1881	100		1st Mortgage	171,000	7				
Jeffersonville :							Mobile and Ohio :						
1st Mortgage	187,000	7 March & Sept.	New York	1861	75		City (Mobile) Tax Loan	400,000	6				
2d Mortgage	392,000	7 April & Oct.	" "	1873	70		Tennessee State Loan	674,360	6				
*Kennebec and Portland :							Alabama State Loan	389,410	6				
1st Mortgage (City and Town)	800,000	6 April & Oct.	Boston.	1870	---		Income	1,508,070	7 Jan. & July.	New York.	1861-67		
2d Mortgage	230,000	6 " "	Augusta.	1861	---		Sterling	878,035	6				
3d Mortgage	250,000	6 " "	" "	1862	---		Mississippi State Loan	200,970	6				
*Kentucky Centr. (Cov. and Lex.)							Montgomery and West Point :						
1st Mortgage	160,000	6					Alabama State Loan	122,622					
1st Mortgage	260,000	7					Mortgage (due 1860, '63 and '65)	350,000	6				
2d Mortgage (convertible)	1,000,000	7					Mortgage	450,000	8				
3d Mortgage	600,000	7					Muscogee :	240,000	7				
Guaranteed by Covington	200,000	6					1st Mortgage	1,500,000	7				
Cincinnati (exchanged)	100,000	6					Nashville and Chattanooga :	231,000					
Kookuk, Ft. D. Moines and Minn.:							Mortgage (State endorsed)	1,500,000					
City of Keokuk, 20 years	400,000	8					Chat. and Clev. Subse. (endorse.)	231,000					
City of Keokuk, (special tax)	150,000	10					*New Albany and Salem :						
Keokuk, Mt. Pleasant and Muscatine :							Crawfordsville	175,000	7				
Lee County	150,000	8					1st Mortgage	500,000	10				
City of Keokuk	200,000	8					1st Mortgage	2,235,000	6				
La Crosse, Viroqua & Mineral Pt.:							N. Hav., N. Lond. and Stonington :						
1st Mortgage	4,000,000	7 June & Dec.	New York.	1883	---		Mortgage	450,000	7 March & Sept.	New Haven.	1861		
Lehigh Valley :							2d Mortgage	200,000	6 Jan. & July.	"	1868		
1st Mortgage	1,465,000	6 May & Nov.	Philadelphia	1873	95		Extension	116,000	6 May & Nov.	"	1878	96	
La Crosse and Milwaukee :							New Haven and Northampton :						
1st Mortgage (Eastern Div.)	903,000	7 May & Nov.	Milwaukee.	---			1st Mortgage	500,000	7 Jan. & July.	New Haven.	1869		
2d Mortgage (Eastern Div.)	1,000,000	7					1st Mortgage (H & Hamp.)	103,000	6				
1st Land Grant (Western Div.)	4,000,000	7 Jan. & July.	New York.	---			New Jersey :						
2d Land Grant (Western Div.)	353,600	7 " "	" "	1890	110		Company's (various)	842,500					
3d Mortgage (whole road)	1,700,000	7					New London Northern :						
Unsecured Bonds	1,735,000	7					1st Mortgage	51,000	7 Jan. & July.	New London.	1871	100	
Lexington and Frankfort :							N. Or'lns., Jackson and Gt. North.:						
Mortgage, due 1864, '69 and '74	106,000	6					State (Miss.) Loan	255,000	5				
Little Miami :							1st Mortgage Coupon	2,645,000	8 Jan. & July.	New York.	1868	48	
Mortgage (Coupon)	1,300,000	6 May & Nov.	New York.	1883	100		N. Or'lns., Opelous. and Gt. West.:						
Long Island :							Louisiana State Loan	641,000	6				
State Loan (S. F.)	100,000	5 Jan. & July	New York.	1876	---		New Orleans City Subscription	1,500,000	5				
2d Mortgage	600,000	6 Jan. & July.	New York.	1870	86		1st Mortgage (S. F.)	566,000	8				
Extension Bonds	175,000	7 May & Nov.	" "	1890	110		New York Central :						
Long Dock Co. :							Premium (S. F.) Bonds	6,917,598	6 May & Nov.	New York.	1883	95	
Mortgage Bonds	2,007,000	7 June & Dec.	New York.	1882	110		D'bt's of former Co's outstand'g.	224,920					
Louisville and Frankfort :							Funding (S. F.) Bonds	1,388,000	7 Feb. & Aug.	" "	1876		
Louisville Loan	100,000	7 Jan. & July.	New York.	1881	---		Exchanged SV's (S. F.) B'ds	663,000	6 May & Nov.	" "	1883	95	
1st Mortgage	201,000	7 " "	" "	1883-78	---		" " (B. & N. F.)	78,000	6				
Louisville and Nashville :							Real Estate (S. F.) Bonds	165,000	6				
State (Tenn.), 1st Lien	560,500	6 Jan. & July.	New York.	1888-92	---		Real Estate Bonds & Mortgages	190,273	7 var.				
1st Mortgage	1,804,000	7 Feb. & Aug.	" "	1883	---		" " "	45,550	6				
Lebanon Branch 1st Mortgage	41,000	7					Bonds of Aug. 1859, Convertible	604,000	7 Feb. & Aug.	" "	1876	111	
Memphis Branch 1st Mortgage	300,000	7					Bonds of Oct. 1863, (S. F.)	2,925,000	6 June & Dec	" "	1887	94	
McMinville and Manchester :							Buffalo Branch	186,400	7 Jan. & July.				
State (Tenn.)	372,000	6					New York and Erie :						
Mortgage	24,000	7					1st Mortgage	3,000,000	7 May & Nov.	New York.	1867	102	
Mortgage	10,000	6					2d Mortgage	4,000,000	7 March & Sept.	" "	1879	103	
Marietta and Cincinnati :							3d Mortgage	6,000,000	7 " "	" "	1883	104	
1st Mortgage Bonds	1,891,293	7 Feb. & Aug.	New York.	1891	88		4th Mortgage	3,634,000	7 April & Oct.	" "	1880	98	
1st Mortgage sterling	1,066,000	7 " "	" "	1891	---		5th Mortgage	1,002,500	7 June & Dec.	" "	1888	94	
Scioto & Hocking Val.R.R. mort.	300,000	---					Buffalo Branch	186,400	7 Jan. & July.				
Memphis and Charleston :							New York and Harlem :						
State (Tenn.) Loan	1,100,000	6					1st Mortgage	3,000,000	7 May & Nov.	New York.	1873	101	
1st Mortgage	1,600,000	7					Consolidated	1,000,000	7 Feb. & Aug.	" "	1883	100	
Memphis, Clarkesv. and Louisv. :							3d Mortgage	980,300	7 Jan. & July.				
State (Tenn.) Loan	910,000	6					New York and New Haven :						
							Plain Bonds, Coupon	912,000	7 June & Dec.	New York.	1866		
							Moorage Bonds, Coupon	1,068,000	7 April & Oct.	" "	1878	107	

## AMERICAN RAILROAD BOND LIST.

\* signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods

Description	Amount	Interest	Interest.				Description	Amount	Interest	Interest.				Due	Price
			When payable.	Where payable.	Due	Price				When payable.	Where payable.	Due	Price		
N. York, Providence and Boston:							Racine and Mississippi:								
1st Mortgage	\$247,000	6	Feb. & Aug.	New York	73-78	---	1st Mortgage (Eastern Division)	\$680,000	8					New York	1875
North Carolina:							1st Mortgage (Western Division)	757,000	8					"	35
State Loan	3,000,000	6					Raleigh and Gaston:								
North Eastern (S. C.):							Coupon	100,000							1862
1st Mortgage	700,000						Richmond and Danville:								
2d Mortgage	224,500						State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York	var.			
Northern Central:							Guaranteed by State	200,000	7	April & Oct.	Richmond	1875			
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore	1866	---	Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1859			
Md. State Loan (Irredeemable)	1,500,000	6	"	"			Richmond, Fred. and Potomac:								
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102	Sterling (£67,000)	324,000	6						1860
York and Cumberland 2d Mort.	25,000	6	Jan. & July	"	1871		Richmond and Petersburg:								
Y. and C. guar. by Balt. 3d Mort.	500,000	6	"	"	1877	90	Coupon	159,000							1875
Construction, 2d Mort.	2,500,000	6	Jan. & July	"	1885	87	Rutland and Burlington:								
Debt to city of Baltimore	850,000						1st Mortgage	1,800,000	7	Feb. & Aug.	Boston	1863	57		
Northern (Ogdensburg):							2d Mortgage	937,500	7	"	"	1863	18		
1st Mortgage	1,500,000	7	April & Oct.	New York	1859	96	3d Mortgage	440,000	7	"	"	1863	8		
3d Mortgage	3,077,000	7	"	"	1861	32	Sacramento Valley:								
North Missouri:							1st Mortgage	400,000	10	Jan. & July	New York	1875			
State Loan (30 years)	4,350,000	6	Jan. & July	New York	72-87	95	2d Mortgage	329,000	10	Feb. & Aug.	San Francisco	1881			
North Pennsylvania:							Sandusky, Dayton and Cincinnati:								
Mortgage	2,500,000	6	April & Oct.	Philadelphia	1875	84	1st Mortgage	812,000	7	Feb. & Aug.		1890			
Chattel Mortgage	260,000	10	"	"	1887	108	2d Mortgage	185,000	7			1866			
Northern (N. H.):							3d Mortgage	318,500	7			1875			
Bonds due 1864 and 1874	220,700	6	April & Oct.	Boston	74-74	92	Six per cents	113,228	6			1878			
Norwich and Worcester:							Sandusky, Mansfield and Newark:								
Mass. State Loan	400,000	6	Jan. & July	Boston	1877	---	1st Mortgage	1,290,000	7	Jan. & July	New York	1866	30		
Bonds for Dividend Scrip	100,000	7	"	"	New York	64-74		Saratoga and Whitehall:							
Steamboat Bonds	200,000	7	Feb. & Aug.	"	"		1st Mortgage	250,000	7	April & Oct.	New York	1858			
Ohio and Mississippi (O. and Ind.):							1st Mortgage (R. and W. Br.)	100,000	7	March & Sept.	"	1856			
1st Mortgage	2,050,000	7	Jan. & July	New York	1872	96	Seaboard and Roanoke:								
2d Mortgage	258,000	7	April & Oct.	"	1880		1st Mortgage	300,000	7						1880
Construction	4,242,000	7	March & Sept.	"	1876	17	3d Mortgage	75,000	7						1870
Income	3,220,000	7	May & Nov.	"	1881		South Carolina:								
Orange and Alexandria:							State Loan	187,000	5						1868
1st Mortgage	400,000	6	May & Nov.	New York	1866	---	Sterling	183,333	6						1863
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July	"	1875		Sterling	2,000,000	5						London, 1866
2d Extension	600,000	8	May & Nov.	"	1873		Southern Mississippi:								
Pacific (Mo.):							1st Mortgage	500,000							
State (Mo.) Loan	7,000,000	6	Jan. & July	New York	71-87	72	South-Western (Ga.):								
State Loan (S. W. Branch)	1,268,000	6	"	"	"		1st Mortgage	631,000							1875
Construction	3,236,000	7	"	"	"		Springfield, Mt. Vern. and Pittsb.								
Panama:							1st Mortgage	500,000							
1st Mortgage Sterling	1,250,000	7	April & Oct.	London	1865	100	St. Louis and Iron Mountain:								
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872		State (Mo.) Aid	3,501,000	6						90
Pennsylvania:							St. Louis City Subscription	500,000							
1st Mortgage	4,980,000	6	Jan. & July	Philadelphia	1880	103	St. Louis County Subscription	1,000,000							
2d Mortgage	2,021,000	6	April & Oct.	"	1875	99	Sunbury and Erie:								
2d Mortgage Sterling	2,283,840	6	"	"	"		1st Mort. (Sunbury to Wm'spt)	1,000,000	7	April & Oct.	Philadelphia	1877	111		
State Works Bonds	6,800,000	5	Jan. & July	London	1875		Mortgage (half to State)	7,000,000	5	Jan. & July	"	1878			
Mortgage and ground rents	144,284						Syracuse, Binghamton and N. Y.:								
Penobscot and Kennebec:							1st Mortgage Coupon	1,400,000	7	April & Oct.	New York	1876			
Bangor City 1st Mort. (Coupon)	780,000	6	April & Oct.	Boston	74-75		St. Louis, Alton & Terre Haute:								
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor	1876		1st Mortgage (series A):	1,100,000	7	Jan. & July	New York	1894	92		
3d Mortgage (Coupon)	156,000	6	March & Sept.	"	1871		" (series B):	1,100,000	7	April & Oct.	"	1894	"		
Peoria and Oquawka:							2d pref. (series C):	1,400,000	7	Feb. & Aug.	"	1894	75		
1st Mortg. (W. Ext.) convertible	500,000	8	May & Nov.	New York	1862		" (series D):	1,400,000	7	May & Nov.	"	1894	"		
1st Mortg. (E. Ext.) convertible	500,000	8	June & Dec.	"	1873		" Income (series E):	1,700,000	7	"	"	1894	71		
Petersburg and Lynchburg (S. Side):							Toledo, Peoria & Warsaw:								
State (Va.) Loan (S. F.):	800,000	7					1st Mortgage	1,891,000	7	June & Dec.	New York				
3d Mortgage (1850-70-'75)	365,000						Terre Haute and Richmond:								
3d Mortgage (1862-'70-'72)	378,000						1st Mortgage (convertible)	94,000	7	March & Sept.	New York	1866			
Special Mortgage (1865-'68)	175,000						Toledo and Wabash:								
Last Mortgage (1861 to 1869)	133,500	8					1st M. (Toledo and Wabash):	900,000	7	Feb. & Aug.	New York	1865	92		
Phil., German'tn and Norrist'n:							1st M. (L. E. Wab. and St. Louis):	2,500,000	7	"	"	1866			
Consolidated Loan	119,800	6	Jan. & July	Philadelphia	1865	105	2d M. (Toledo and Wabash):	1,000,000	7	May & Nov.	"	1873	75		
Convertible Loan	292,500	6	"	"	1885	119	2d M. (Wabash and Western):	1,500,000	7	"	"	1878	88		
Philadelphia and Reading:							Sinking Fund Bonds	152,355	7						
Bonds of 1836, (unconvertible):	408,000	5	Jan. & July	Philadelphia	1867		Equipment bonds	600,000	7						
"	1836	4	182,400	"	1880		Vermont Central:								
"	1849	4	2,556,600	4	1870	93	1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston	1861	75		
"	1861	4	106,000	6	1871	96	2d Mortgage Coupon	1,135,000	7	Jan. & July	"	1867	22		
"	1843	4	1,525,800	6	1880	96	Virginia Central:								
"	1844	4	804,000	6	1880	95	Mort., guaranteed by State of Va.	100,000	6	Jan. & July	Richmond	1880			
"	1848	4	101,000	6	1880	96	Mortgage (coupons)	198,000	5	"	"	1872			
"	1849	4	67,000	6	1880	96	Mortgage, (coupons)	926,000	6	"	"	1884			
"	1857	4	564,000	6	1886	100	Virginia and Tennessee:								
"	1866	7	60,000	7	1888		State (Va.) Loan	1,000,000	6	Jan. & July	Richmond	1887			
Bonds and mort. on Real Estate	596,579						1st Mortgage	500,000	6	"	"	1872			
Phila., Wilmington and Baltimore:							2d Mortgage	1,000,000	6	"	"	1884			
Mortgage Loan	812,000	6	Jan. & July	Philadelphia	1884		2d Mortgage	203,000	6	"	"				
Pittsburg and Connellsburg:							Warren (N. J.):	600,000	7	Feb. & Aug.	New York	1875			
1st Mortgage (Turtle Cr. Div.):	400,000	6	Feb. & Aug.	New York	1880	74	1st Mortgage	60,000	7	April & Oct.	New York	1880	87		
Pittsburg, Ft. Wayne and Chicago:							1st Mortgage	25,000	7	Jan. & July	Chester	1871	70		
1st Mortgage (series A):	875,000	7	Jan. & July	New York	1912	102	Watertown and Rome:								
" (series B):	875,000	7	Feb. & Aug.	"	1912		Mortgage (new bonds)	800,000	7	March & Sept.	New York	1880	107		
" (series C):	875,000	7	Mar. & Sept.	"	1912		Western (Mass.):								
" (series D):	875,000	7	April & Oct.	"	1912		Sterling (£899,900)	4,319,520	5	April & Oct.	London	'68-71			
" (series E):	875,000	7	May & Nov.	"	1912		Dollar Bonds	850,000	6	"	"	1875	98		

## RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (\*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (-) signifies "nil." Running dots (---) signify "not ascertained." Land-Grant Railroads are in "italics."

Years ending.	Railroad.										Abstract of Balance Sheet.										Earnings.				
	Main Line.		Lateral and Branch Lines.		2nd Track and Sidings.		Road in progress or projected.		Equipment.		Cars.		Property and Assets.		Liabilities.		Road operated, incl. road leased, etc.		Mileage run by locomotives with trains.		Gross.		Net.	Dividends.	Price of
	M.	M.	M.	M.	M.	M.	No.	No.	No.	No.	Rolling-Stock	Invested in foreign works.	Share Capital paid in.	Bonded and Mortgage Debts.	Floating Debt	Balance Total, incl. all other assets and liabilities.	M.	M.	Gross.	Net.					
Companies.																									
30 Jun. '60	65.0	—	50.6	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
28 Feb. '59	30.3	—	58.1	2	2	19	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
31 May '60	109.6	—	57.8	11	9	102	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
30 Jun. '59	57.0	—	171.3	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
1 May. '61	469.3	13.5	49.4	40	28	502	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
29 Feb. '60	88.5	28.4	—	23	14	233	Montgomery and West Point	—	—	—	—	—	—	—	—	—	—	—	—	—	—	505,156	260,266	6	
3 Nov. '58	38.5	—	107.5	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
30 Dec. '60	22.5	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
31 July '63	23.8	—	1.9	4	7	45	Danbury and Norwalk	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
31 Jan. '64	122.4	—	15.5	75.1	16	29	Hartford, Providence, and Fishkill	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
31 Aug. '64	61.6	11.1	66.2	22	37	321	Hartford and New Haven	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
31 Dec. '64	74.0	—	8.9	10	12	272	Housatonic	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
31 Dec. '63	57.0	—	1.3	7	15	177	Naugatuck	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
29 Feb. '60	62.0	2.6	8	17	25	5. N. Haven, N. London and Ston.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
30 Nov. '63	8.48	5.5	9.3	3	3	3	New Haven and Northampton	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
31 Dec. '64	66.0	—	5.9	8	12	84	New London Northern	—	—	—	—	—	—	—	—	—	—	—	—	—	—	54,299	8	56	
31 Mar. '64	61.3	1.0	63.8	29	75	405	New York and New Haven	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
30 Nov. '64	59.4	7.0	8.2	18	17	392	Norwich and Worcester	—	—	—	—	—	—	—	—	—	—	—	—	—	—	344,463	631,728	78	
31 Oct. '60	84.3	—	10.7	—	—	—	Delaware	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
31 Oct. '62	16.2	—	—	—	—	—	Newcastle and Frenchtown	—	—	—	—	—	—	—	—	—	—	—	—	—	—	27,283	10,290	9	
— '62	154.2	—	150	—	—	—	Florida	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
30 Apr. '60	32.0	—	3.0	13.0	3	1	Florida and Alabama	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
— '62	59.9	—	5.0	—	—	—	Flo., Atlantic and Gulf Central	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
— '62	100.0	3.9	10.0	153.5	—	—	Pensacola and Georgia	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
30 Jun. '60	86.7	—	—	16	7	124	Atlanta and West Point	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
— '62	92.6	8.7	70.9	—	—	—	Atlantic and Gulf M. Trunk	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
31 Dec. '60	53.0	—	—	—	—	—	Augusta and Savannah	—	—	—	—	—	—	—	—	—	—	—	—	—	—	168,988	95,612	—	
30 Apr. '60	43.5	—	—	23.7	—	—	Brunswick and Florida	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
30 Nov. '60	191.0	—	53	62	697	—	Central of Georgia (and Bank)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
31 Mar. '60	171.0	61.0	—	—	—	—	Georgia (and Bank)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
30 Nov. '60	102.5	—	19	16	171	—	Macon and Western	—	—	—	—	—	—	—	—	—	—	—	—	—	—	156,663	78,631	5	
31 July '59	50.0	—	—	1	2	107	Muscogee	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
1 May. '58	68.1	—	—	3	4	33	Savannah, Albany and Gulf	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
31 July '60	106.1	100.8	16.2	18	22	201	Southern Western	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
30 Sep. '59	138.0	—	—	52	24	705	Western and Atlantic	—	—	—	—	—	—	—	—	—	—	—	—	—	—	832,343	454,541	—	
ILLINOIS.																									
31 Dec. '60	220.0	—	49	32	939	Chicago and Alton	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
30 Apr. '61	317.0	83.0	47.0	105	46	1,995	Chicago, Burlington and Quincy	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
1 Apr. '62	242.0	—	29.0	36	23	705	Chicago and Northwestern	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
31 Mar. '61	181.8	—	59	69	1,195	Chicago and Rock Island	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
31 Dec. '60	121.0	—	50.0	74	81	1,459	Galena and Chicago Union	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
31 May. '63	174.5	5.5	14.3	21	22	504	Great Western	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
31 Dec. '64	64.8	252.6	—	226	78	3,327	Illinois Central	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
1 Jun. '60	11.0	—	11.0	15	14	201	Jeffersonville	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
31 Mar. '64	86.0	46.0	3.0	17	10	170	Indianapolis and Madison	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
— '68	288.0	—	—	21	28	440	Louisville and Richmond	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
31 Aug. '57	108.0	—	—	—	—	—	Evansville and Crawfordsville	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
31 Dec. '62	72.4	—	19	17	266	Indiana Central	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
31 Dec. '58	89.2	20.2	—	23	19	313	Indianapolis and Cincinnati	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
31 Dec. '64	84.0	—	15	—	—	—	Ind., Pittsburgh and Cleveland	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
1 Dec. '62	78.0	—	11.0	15	14	201	Jeffersonville	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
31 Mar. '64	86.0	46.0																							

## RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (\*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (—) signifies "not ascertained." Land-Grant Railroads are in *italics*.

Years ending.	Railroad.										Abstract of Balance Sheet.										Earnings.											
	Main Line.			Lateral and Branch Lines		2nd Track and Sidings.		Road in progress or projected.		Equipment.		Companies.					Property and Assets.		Liabilities.		Road operated, incl. road leased, etc.		Mileage run by locomotives with trains.		Gross.		Net.		Dividends.	Price of shares.		
	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	Cars.	Engines.	No.	Passenger.	No.	Freight, etc.	No.	Rolling-Stock.	Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	M.	M.	M.	M.	p. c.						
30 Nov. '62	55.0	—	—	—	—	—	—	—	—	—	—	—	74	Androscoggin	—	—	—	1,050,000	151,833	444,638	205,584	757,381	36.5	76,344	79,761	43,461	—	—				
30 Jun. '62	149.0	—	—	25.0	—	—	—	—	—	—	—	—	41	17	349	Atlantic and St. Lawrence	—	6,788,205	867,734	2,494,900	3,068,491	—	7,983,475	149.0	oper. by Gd. Tk.	—	46	—	—			
30 Sep. '62	63.0	9.5	8.0	—	—	—	—	—	—	—	—	—	12	11	120	Kennebec and Portland	—	2,871,264	—	2,872,779	—	271,143	2,990,998	109.5	139,963	172,113	91,487	—	—			
31 May. '63	99.7	9.5	—	—	—	—	—	—	—	—	—	—	12	20	231	Maine Central	—	4,211,876	—	21,925	1,050,860	3,068,491	139,952	4,259,303	109.2	186,240	323,032	174,028	—	—		
31 May. '64	61.3	—	—	—	—	—	—	—	—	—	—	—	12	4	119	Portland, Saco and Portsmouth	—	1,491,207	—	100,000	1,500,000	—	1,690,004	51.3	161,056	450,222	236,767	6	96			
31 May. '65	37.0	—	—	—	—	—	—	—	—	—	—	—	—	—	783,763	Somerset and Kennebec	—	—	—	169,300	556,600	—	—	37.0	—	55,403	25,404	—	—			
30 Sep. '62	279.6	7.2	—	—	225	100	3,000	Baltimore and Ohio	—	21,324,873	3,621,755	3,990,254	16,151,962	10,781,833	630,555	33,673,564	236.8	1,983,769	4,481,859	3,054,653	6	115	—	—								
30 Sep. '62	30.0	—	—	—	7	33	167	Washington Branch	—	1,660,000	—	—	1,650,000	—	—	2,322,262	39.0	—	—	—	—	778,417	828,589	9	127	—	—					
31 Dec. '64	138.0	4.0	25.0	—	60	47	3,829	Northern Central	—	7,847,041	1,104,744	123,775	3,344,860	4,850,000	—	—	12,273,647	261.0	1,099,348	3,051,669	1,085,387	11	44	—	—							
30 Nov. '64	26.7	1.8	16.8	—	24	38	534	Boston, Hartford & Erie	—	9,971,981	249,748	—	8,500,000	3,806,000	169,863	12,475,363	—	—	—	—	—	—	182,610	6	11	—	—					
30 Nov. '64	24.8	8.8	51.1	—	36	78	720	Boston and Lowell	—	4,252,248	183,345	300,753	1,380,000	640,000	12,826	2,996,346	70.9	43,321	650,999	182,610	6	9	—	—								
30 Nov. '64	74.8	7.0	32.5	—	26	43	256	Boston and Providence	—	3,884,161	476,975	—	4,076,974	—	—	4,911,728	164.3	737,505	1,272,600	443,232	8	112	—	—								
30 Nov. '64	44.6	24.0	60.8	—	32	69	309	Boston and Worcester	—	4,062,584	437,416	100,000	4,500,000	—	220,061	5,557,810	83.6	638,622	1,471,956	487,864	10	129	—	—								
30 Nov. '64	46.0	1.1	2.7	—	7	15	41	Cape Cod Branch (par 60)	—	907,760	123,865	—	681,666	102,900	—	1,103,581	52.1	82,108	161,203	78,265	6	60	—	—								
30 Nov. '64	50.0	2.4	9.6	—	12	22	158	Connecticut River	—	1,614,376	187,560	—	1,591,200	250,000	—	2,079,944	52.4	223,318	472,321	165,932	6	99	—	—								
30 Nov. '64	44.2	30.5	27.5	—	31	74	449	Eastern	—	3,966,179	329,765	264,102	3,155,000	1,687,200	237,200	5,059,400	89.0	27,236	1,040,189	460,423	6	95	—	—								
30 Nov. '64	51.0	42.6	75.8	—	25	85	457	Fitchburg	—	3,189,851	350,149	—	3,540,000	—	—	3,846,885	93.4	434,622	868,352	309,341	8	103	—	—								
30 Nov. '64	12.4	—	2.3	—	—	—	—	Lowell and Lawrence	—	332,883	30,275	—	200,000	75,000	—	3,374	366,912	(Oper. by Boston & Lowell)	—	—	—	—	—	—	—	—	—					
30 Nov. '64	14.5	—	17.2	—	10	17	240	Nashua and Lowell	—	460,527	46,018	14,000	500,000	219,500	—	50,465	809,362	71.0	185,647	291,618	63,019	8	115	—	—							
30 Nov. '64	20.1	1.5	1.2	—	6	18	68	New Bedford and Taunton	—	1,314,916	82,830	—	728,047	1,072,900	187,590	2,018,537	36.7	94,748	83,492	—	—	10	—	—	—	—	—					
30 Nov. '64	93.0	—	0.7	—	5	6	25	N. York and Boston Air Line	—	1,923,876	334,503	—	3,069,600	452,000	451,350	4,512,950	107.3	510,010	964,030	460,932	8	106	—	—								
30 Nov. '64	98.5	28.5	27.5	—	66	60	488	Old Colony and Fall River	—	1,409,307	213,183	—	1,700,000	—	—	1,700,000	44.4	226,408	470,978	159,118	8	140	—	—								
30 Nov. '64	61.9	16.9	1.7	—	3	4	197	Salem and Lowell	—	382,470	81,543	—	243,306	226,900	727	470,931	(Oper. by B. & L. Co.)	17,500	11,913	—	110	—	—	—	—	—						
30 Nov. '64	61.1	—	36.5	—	11	13	180	Troy and Greenfield	—	3,057,916	207,343	248,495	214,225	924,960	—	3,924,547	73.3	151,327	342,297	134,363	—	—	—	—	—	—	—					
30 Nov. '64	160.1	17.3	126.6	—	63	149	149	Western (incl. Alb. & W. S. etc.)	—	10,175,943	1,095,713	—	5,150,000	6,267,520	—	14,986,916	218.0	1,450,223	2,990,554	1,173,712	10	125	—	—	—	—	—	—				
30 Nov. '64	45.7	—	9.8	—	10	12	143	Worcester & Nashua (par 83)	—	1,088,898	116,000	—	76,000	51,390	1,268,390	45.7	194,712	338,285	127,005	74	95	—	—	—	—	—	—					
31 Mar. '65	93.6	5.6	—	—	14	10	232	Boston, Concord and Montreal	—	2,850,000	—	—	1,050,000	1,050,000	—	3,141,091	93.5	—	408,388	141,107	—	62	—	—	—	—	—					
30 Nov. '63	63.6	8.0	—	—	18	16	246	Cheshire	—	2,475,846	322,266	—	2,085,925	685,400	—	2,099,852	53.6	338,025	382,183	130,645	2	123	—	—	—	—	—	—				
31 Mar. '63	34.5	—	—	—	21	22	404	Concord (par 60)	—	1,500,000	—	—	1,500,000	—	—	1,564,506	61.3	—	470,078	125,286	7	574	—	—	—	—	—	—				
31 Mar. '63	29.3	—	2.8	—	2	4	80	Manchester and Lawrence	—	1,065,345	—	—	1,000,000	12,300	20,904	operated by Concord	17.0	—	83,524	7	195	—	—	—	—	—	—					
31 Mar. '63	29.8	2.8	—	—	24	14	424	Northern New Hampshire	—	698,258	—	—	595,588	686,000	—	52.7	—	37,791	11,913	—	—	—	—	—	—	—	—					
31 Mar. '63	69.2	13.0	12.5	—	24	14	424	Northern New Hampshire	—	3,068,400	—	—	3,068,400	220,700	59,114	3,248,214	82.0	—	366,846	153,718	4	80	—	—	—	—	—	—				
31 Mar. '63	24.7	—	2.2	—	5	2	50	Sullivan	—	1,480,730	—	—	500,000	750,000	—	24.7	—	81,121	13,183	—	—	—	—	—	—	—	—					
31 Dec. '64	64.2	11.0	8.1	—	—	—	—	Belvidere Delaware	—	3,336,285	—	—	997,112	2,198,000	3,443,097	75.2	—	501,886	146,101	—	—	—	—	—	—	—	—	—				
31 Dec. '64	63.9	32.3	8.0	—	—	—	—	Camden and Amboy	—	8,502,296	—	—	4,304,131	6,472,406	10,264,463	124.2	—	5,799,980	1,140,788	35	123	—	—	—	—	—	—	—	—			
31 Dec. '64	60.2	—	—	—	—	—	—	Camden and Atlantic	—	1,500,000	—	—	1,002,248	1,635,276	2,221,449	60.2	—	231,466	90.0	—	470,078	125,286	7	574	—	—	—	—	—	—	—	—
31 Dec. '64	64.0	26	64.0	—	59	34	908	Central of New Jersey	—	9,203,924	1,078,538	—	6,500,000	2,000,000	—	9,764,509	10.0	948,213	2,637,184	1,305,630	20	122	—	—	—	—	—	—	—	—	—	
31 Dec. '64	55.0	—	45.5	24	43	274																										

## RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (\*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (—) signifies nil. Running dots (----) signify "not ascertained." Land-Grant Railroads are in "italics."

Years ending.	Railroad.											Abstract of Balance Sheet.											Earnings.													
	Main Line.			Lateral and Branch Lines		2nd Track and Sidings.		Road in progress or projected.		Equipment.		Cars.		Companies.			Property and Assets.			Liabilities.			Road operated, incl. road leased, etc.		Mileage run by locomotives with trains.		Gross.		Net.		Dividends.		Price of shares.			
	M.	M.	M.	M.	M.	M.	No.	No.	No.	No.	No.	No.	No.	\$	\$	\$	\$	\$	\$	M.	M.	\$	\$	p. c.												
31 Dec. '53	93.0	25.0	11.0	19.0	28	6	406	Atlantic and Great Western	5,634,039	*	1,763,506	3,856,000	5,634,039	100.0	360,215	171,286	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
31 Oct. '64	65.0	2.0	7.0	—	21	13	438	Catawissa	3,634,000	*	3,350,000	284,000	3,634,000	148.0	316,747	380,489	149,013	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
31 Oct. '64	52.0	—	9.7	—	12	13	82	Cumberland Valley	1,131,037	*	956,900	375,000	1,335,500	74.0	176,968	394,952	193,901	8	12	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
31 Oct. '64	113.0	—	57.0	—	77	20	5,214	Del. Lackawanna and West'n	7,295,895	2,324,490	6,832,950	3,491,500	606,321	10,930,771	204.5	1,622,327	1,984,948	721,782	20	148	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
31 Oct. '64	36.0	1.7	7.7	—	8	7	71	East Pennsylvania	1,259,164	132,946	604,190	598,400	1,210,889	37.7	153,041	335,566	202,009	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
31 Dec. '64	78.0	—	10.0	—	16	—	—	Elkira and Williamsport	2,027,652	*	1,000,000	1,620,000	2,620,000	78.0	308,770	656,518	48,741	24	30	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
31 Oct. '64	18.5	—	6.0	—	12	—	—	Erie and Northeast	700,000	*	600,000	400,000	1,000,000	18.5	153,520	486,785	189,007	10	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
31 Oct. '64	81.0	—	2.6	—	5	9	163	Erie and Pittsburgh	1,588,878	192,509	256,500	900,000	637,886	81.0	71,880	163,502	55,456	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
31 Oct. '64	36.0	18.0	17.7	—	12	—	—	Harrisburg and Lancaster	1,882,550	*	1,182,550	700,000	1,882,550	54.0	oper. by Penn.	R.R. Co.	7	56	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
31 Oct. '64	32.0	—	1.3	44.0	3	3	12	Hempfield	1,616,458	41,341	1,809,565	1,000,000	1,900,000	62.0	21,760	50,103	7,966	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
31 Oct. '64	43.5	14.5	11.0	6.0	15	4	—	Huntingdon and Broad Top	2,012,243	*	1,325,992	1,583,427	2,977,700	68.0	306,743	335,280	143,472	20	20	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
31 Oct. '64	70.0	17.5	53.0	51	4	2,713	Lehigh Valley	1,160,403	465,406	1,355,000	2,024,578	149,014	3,508,592	80.0	365,571	698,596	301,041	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
31 Oct. '64	28.3	5.0	8.0	—	—	—	—	Little Schuylkill	1,371,868	*	2,646,100	960,000	3,667,252	(ope. by Re)	ading R.R. Co.)	6	30	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
31 Oct. '64	130.5	—	63.3	31	—	—	—	Mine Hill and Schuylk. Haven	7,000,000	*	3,700,000	—	3,700,000	(ope. by Pe)	nn. R.R. Co.)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—				
31 Oct. '64	55.6	14.2	13.3	20	26	674	North Pennsylvania	5,656,418	517,375	3,150,150	3,105,705	6,256,855	69.8	320,638	741,977	346,401	24	24	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
31 Dec. '64	300.8	56.1	319.0	290	173	4,926	Pennsylvania	27,639,576	3,335,315	5,604,810	19,986,060	16,634,840	43,520,356	356.9	5,846,778	14,759,037	4,065,113	10	574	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
31 Oct. '64	17.0	3.0	22.6	18	45	101	Phila., Germant'n & Norrist'n	1,139,079	282,399	1,354,100	315,406	1,673,100	24.0	253,739	428,147	207,893	8	55	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
31 Oct. '64	237.6	—	29.1	—	—	—	—	Phila. and (Sunbury) Erie	15,760,623	*	5,013,054	940,000	10,560	14,963,564	(ope. by Pe)	nn. R.R. Co.)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
30 Nov. '64	152.0	46.5	206.5	216	81	1469	Philadelphia and Reading	18,998,276	5,736,480	734,788	20,072,323	27,712,879	27,716,253	509,5	328,229	9,289,341	4,308,150	15	52	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
31 Oct. '64	28.2	—	24.3	—	—	—	—	Philadelphia and Trenton	960,404	*	245,695	999,200	250,000	1,249,200	28.2	175,447	824,000	477,658	10	148	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
31 Oct. '64	96.0	81.6	41	100	964	Phila., Wilmington and Balt.	9,349,300	*	8,657,300	692,000	9,349,300	190,700	839,238	205,560	136,500	10,014	164.5	341,190	125,871	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
31 Dec. '64	59.5	7.2	89.5	12	11	82	Pittsburg and Connellsville	2,277,466	163,004	1,770,414	1,500,000	69,232	3,666,877	72.0	256,176	315,723	101,569	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
31 Dec. '64	468.3	108.5	187	99	2,020	Pittsb'g, Ft. Wayne & Chicago	21,164,380	*	8,181,126	12,657,000	23,942,670	468.3	3,910,773	7,120,466	3,019,067	10	98	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
31 Dec. '64	28.0	6.2	—	—	—	—	—	Shamokin Valley & Pottsville	1,178,773	112,824	500,000	719,597	Leas'd to	o North	Oen.	87,070	226,318	107,490	10	40	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
31 Oct. '64	26.4	3.3	—	—	7	16	28	Westchester & Philadelphia	1,313,526	102,983	684,036	1,009,056	162,312	1,865,448	24.4	18,698	273,232	149,817	8	43	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
31 Oct. '64	29.6	—	6	4	362	Tioga	802,253	165,884	391,800	372,000	1,343	968,137	28.6	95,566	283,388	211,817	8	43	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
31 Aug. '65	50.0	—	2.0	—	12	17	103	N. Y., Providence and Boston	2,158,000	*	1,508,000	247,000	62.0	297,700	421,751	199,155	6	113	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
31 Dec. '58	54.9	—	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
31 Dec. '58	109.6	—	—	13	9	176	Charlotte and South Carolina	1,719,045	*	1,201,000	384,000	1,201,000	345,546	164.5	341,190	161,536	—	6	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
28 Feb. '59	102.0	—	—	—	—	—	—	Greenville and Columbia	2,439,769	324,161	1,429,008	1,145,000	345,546	985,743	985,743	164.5	341,190	125,871	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
31 Dec. '60	106.0	—	—	62	59	790	South Carolina	—	—	—	—	—	—	2,643,833	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—				
30 Sep. '60	47.6	—	—	—	—	—	—	Central Southern (Tenn.)	1,021,439	58,133	605,214	514,600	99,110	1,137,707																						

## PREFERRED AND GUARANTEED R. R. STOCKS.

RAILROADS.	Amount of shares outstanding.	Div'ds	Rate.	Paid.	Market Price.
Atlantic & St. Lawrence (guarant'd)	2,494,900	6	6		
Baltimore and Ohio, (pref.)	3,000,000	7	7		
Berkshire (guaranteed)	600,000	7	7		
Boston, Concord & Montreal (pref.)	1,340,400	6	704		
Buffalo, N. Y. & Erie, (guaranteed)	850,000	7	7		
Camden & Atlantic (preferred)	620,800	7	26		
Catawissa (preferred)	1,150,000	7	254		
Chemung (guaranteed)	380,000				
Cayuga & Susquehanna (guarant.)	343,500				
Cheshire (preferred)	2,017,825	7	43		
Chicago & Alton (preferred)	2,425,200	7	102		
Chicago & Northwestern (pref.)	2,400,000	7	54		
Cocheco (preferred)	177,750	8			
Ot. & Passumpsic Rivers, (pref.)	1,235,200	10	724		
Cumberland Valley (1st preferred)	241,900	8	8		
" (2d preferred)	243,000	8	8		
Detroit & Milwaukee (preferred)	1,500,000				
Dubuque & Sioux City (preferred)	1,987,114	7	34		
Elmira, Jeff. & Canandaigua (guar.)	500,000				
Elmira & Williamport (preferred)	500,000				
Erie (preferred)	8,535,700	7	78		
Hannibal & St. Joe (preferred)	5,253,856	7	50		
Harrisburg & Lancaster (guar.)	1,182,100	7	7		
Housatonic (preferred)	1,180,000	8	104		
Indianapolis & Madison (pref.)	407,900	8	8		
Kennebec & Portland (preferred)	372,000	6			
Lackawanna & Bloomsburg (pref.)	600,000	7			
Marietta & Cincinnati (1st pref.)	6,205,475	7	37		
" (2d pref.)	3,819,772	7	30		
Michigan S. & N. Indiana (guar.)	2,183,600	10	130		
Mil. & Prairie du Chien (1st pref.)	2,773,500	8	90		
" " (2d pref.)	1,014,000	7	69		
Milwaukee & St. Paul (preferred)	2,256,000	7	82		
New Haven & Northampton (guar.)	1,010,000	4			
New York & Harlem (preferred)	1,600,000	8			
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6		
Paterson & Hudson (guaranteed)	630,000				
Paterson & Ramapo (guaranteed)	248,000				
Peoria & Bureau Valley (guar.)	1,200,000				
Philadelphia & Reading (pref.)	1,551,800	7	7		
Philadelphia & Trenton (guar.)	1,000,000	10			
Pitts. Ft. Wayne & Chicago (pref.)	2,000,000	7	85		
Pittsfield & North Adams (guar.)	450,000	6	100		
Port, Saco & Portsmouth (guar.)	1,500,000	6	6		
Rutland & Burlington (preferred)	382,700	8			
" (preferred)	608,176	6			
St. L. Alton & Terre Haute (pref.)	1,700,000	6	70		
Toledo & Wabash (preferred)	984,700	7	60		
Toledo, Peoria & Warsaw (1st pref.)	1,621,784				
" " (2d pref.)	904,473				
Troy & Greenbush (guaranteed)	274,400	6	6	524	
Vermont & Canada (guaranteed)	1,600,000	8	8		
Warren (guaranteed)	1,404,300	7	7		
White Mountains (guaranteed)	200,000	5	5		
Wrightsv. Y. & Gettysburg (guar.)	317,050	2	2		

## CANAL AND NAVIGATION BONDS.

DESCRIPTION OF BONDS.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	\$2,657,343	6	J. & J	1836	92
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qtrly.	1870	---
" " sterling	4,375,000	5	"	1890	---
Preferred bonds	1,700,000	6		18	---
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	95
Delaware & Hudson:					
1st Mortgage	600,000	6	J. & D.	1865	110
2d Mortgage	600,000	6	M. & S.	1870	---
Delaware & Raritan:					
See Camden & Amb. RR.					
Erie and Penn.:					
1st Mortgage	752,000	7	J. & J.	1865	92
Interest Certificates	161,990	0	"	1868	---
Lehigh Navigation:					
1st Mortgage	414,603	6	M. & S.	1870	92
Six per cent. Loan	2,432,274	6	A. & O.	1884	93
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	---
2d Mortgage	57,000	6	"	1865	---
Morris:					
1st Mortgage	465,500	6	A. & O.	1876	100
2d Mortgage	295,750	6		97	---
North Branch:					
1st Mortgage	500,000	5	M. & N.	1876	40
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	87
2d Mortgage	3,980,670	6	J. & J.	1882	78
Improvement	565,500	6	M. & N.	1876	78
Susquehanna & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	---
Md. stg. loan converted	200,376	5	"	1865	---
Mortgage bonds	993,000	6	"	1878	45
Preferred Interest b'ds.	227,569	6	"	1878	27
Union, (Pa.)					
1st Mortgage	2,500,000	6	M. & N.	1883	21
West Branch & Susq'n:					
1st Mortgage, \$'g fund	450,600	6	J. & J.	1878	78
Wyoming Valley.					
1st Mortgage	650,000	6	J. & J.	1878	95

## CANAL AND NAVIGATION STOCKS.

COMPANIES.	Pur of Shares.	Amount of Stock.	Dividends.	Market Price.
CANAL AND NAVIGATION STOCKS:	\$	\$	p.c.	\$
Chesapeake and Delaware	100	1,343,563	55	
Chesapeake and Ohio	100	8,225,595	---	
Delaware Division	100	1,633,350	31	
Delaware and Hudson	100	10,000,000	134	
Delaware and Raritan	100	2,298,400	10	
Erie of Pennsylvania	50	58,000	---	
Illinois and Michigan	50	4,282,950	6	53
Lehigh Navigation	50	726,900	3	
Monongahela Navigation	50	1,932,457	23	
Morris, (consolidated)	100	1,025,000	5	85
" (preferred)	100	1,175,000	10	122
North Branch	100	---	---	
Sault Ste Marie	100	---	---	
Schuylkill Navigation (consolid.)	50	2,722,607	31	
Susquehanna and Tide Water	50	2,048,200	8	
Union	50	700,000	16	54

## New York Stock Exchange.

## Actual Sale Prices for the week ending Aug. 2.

	Th 27 F. 28	Sat 29. M. 31.	Tu. 1. W. 2.
Atlantic M. S. S. Co.	182	158	159
At. & Gt. W. (1st m't)	---	---	157
Buffalo, N. Y. & E. 1M.	---	---	98
California 7s	41	40	39
Canton Co.	41	40	39
Central Am. Transit	---	---	103
Chicago & Alton	100	---	103
" " pref.	---	---	103
" " 1M.	---	---	96
" " S. F.	---	---	96
" " Inc. b'ds	88	89	89
Chicago, Burl. & Q.	112	---	109
Chic. & Northwest'n.	28	24	27
" " pref.	64	62	61
" " 1st M.	---	---	61
" " 2d M.	---	---	83
" " S. F.	---	---	83
" " A. B.	---	---	83
" " L. B.	---	---	83
Chicago & Rock Isl.	109	108	108
" " 1st M. '70.	109	108	108
Clev. & Col. Cin.	---	---	101
Clev. and Pittsburgh	74	78	72
" " 2 M.	---	---	72
" " 3 M.	---	---	72
" " 4 M.	---	---	72
Clev. and Toledo	103	103	101
" " S.F. 7 p.c.	---	---	98
Cumberland Coal, pref	44	43	42
Del. & Hudson Canal	134	134	134
Del. Lack. & West.	---	---	134
" " 1M. 8p.c.'71.	---	---	134
" " 2M. 8p.c.'81.	---	---	134
Erie	98	95	95
" " pref.	88	88	88
" " 1M. 7p.c.'67.	88	88	88
" " 2 M. 7p.c.'79.	88	88	88
" " 3 M. 7p.c.'83.	88	88	88
" " 4 M. 7p.c.'80.	88	88	88
" " 5 M. 7p.c.'88.	88	88	88
Gatena and Chicago	---	---	88
" " 1M. 7p.c.'82.	88	88	88
Hann. & St. Joseph.	---	---	88
" " pref.	88	88	88
Hudson River	115	114	112
" " scrip.	---	---	111
" " 1M. 7p.c.'69.	104	104	104
" " 2M. S.F.	104	104	104
" " 3M. 7p.c.'75.	104	104	104
" " conv. bonds	---	---	104
Illinois Central	127	127	127
" " Can. b'ds.	127	127	127
" " bonds	---	---	127
Hudson River	115	114	112
" " scrip.	---	---	111
Marcellus	127	127	127
" " 1st pref.	109	107	107
" " 2d pref.	109	107	107
" " 1st M.	109	107	107
Minnesota Mining Co.	---	---	107
Missa. & Mo.	---	---	107
" " L.G. bonds.	---	---	107
Missouri 6s	72	71	70
" " iss. to H. & St. J. R.	72	71	70
" " Pacific	72	72	70
New York Central	97	95	94
" " 1st mort.	97	95	94
Mariposa Mining Co.	13	13	12
Michigan Central	109	107	107
" " S.F. 8p.c.'82.	109	107	107
" " conv. 8p.c.'69.	109	107	107
M. S. & N. I.	67	68	67
" " guard.	67	68	67
" " 1M.S.F.	67	68	67
" " 2 M.	67	68	67
Mil. and P. du Chien	40	39	38
" " 1st pref.	39	38	38
" " 2d pref.	39	38	38
" " 1st M.	39	38	38
Minnesota Mining Co.	---	---	38
Panama	---	---	38
Penn'a Coal Co.	155	155	155
Phila. and Reading	108	107	104
" " 1st pref.	108	107	104
Pitts. Ft. W. & Chicago	100	98	97
" " 1M.	98	97	97
" " 2M.	98	97	97
" " 3M.	98	97	97
Quicksilver Mining Co.	58	57	56
St. L. Alton & T. H.	34	34	34
" " pref.	34	34	34
" " 1M.	34	34	34
" " 2M. pref.	34	34	34
" " Inc. b'ds.	34	34	34
Tennessee 6s, 1890.	71	71	71
Toledo & Wabash	---	---	71
" " Prof.	71	71	71
" " 1M. ox.	71	71	71
" " 2M.	71	71	71
" " Inc. b'ds.	71	71	71
Tennessee 6s, 1890.	71	71	71
Toledo & Wabash	---	---	71
" " Prof.	71	71	71
" " 1M. ox.</td			

## New York Stock Exchange.

Actual Sale Prices for the week ending Aug. 2.  
Th.27. F.28 Sat.29. M.31. Tu.1. W.2.

FEDERAL STOCKS:						
U. S. 5s, 1871, reg.						
U. S. 5s, 1871, coup.						
U. S. 5s, 1874, reg.						
U. S. 5s, 1874, coup.					96	
U. S. 5s, 1865, coup.						
U. S. 5s, 10-40s, coup. 97 $\frac{1}{2}$	97		97	97	96 $\frac{1}{2}$	
U. S. 5s, 10-40s, reg.		97 $\frac{1}{2}$				
U. S. 6s, 1881, reg. 107	107	107	107			
U. S. 6s, 1881, con. 107	107 $\frac{1}{2}$	107 $\frac{1}{2}$	107		106 $\frac{1}{2}$	
U. S. 6s, '81, O. W. L. Y.						
U. S. 6s, 1851, " 17						
U. S. 6s, 1867, reg.		117				
U. S. 6s, 1883, reg.						
U. S. 6s, 1863, coup.						
U. S. 6s, 1 year certif. 97 $\frac{1}{2}$		97 $\frac{1}{2}$			97 $\frac{1}{2}$	
U. S. 6s, 5-20s, coupon 105 $\frac{1}{2}$	106	106	106	106 $\frac{1}{2}$	105 $\frac{1}{2}$	
U. S. 6s, 5-20s, new 104 $\frac{1}{2}$	105		105	104	104 $\frac{1}{2}$	
U. S. 6s, " reg.			105 $\frac{1}{2}$			
7.30 Notes, 1st series.						
" " 2d series.	99 $\frac{1}{2}$	99 $\frac{1}{2}$	99 $\frac{1}{2}$	99	99	
American Gold.	143 $\frac{1}{2}$	143 $\frac{1}{2}$	144 $\frac{1}{2}$	145 $\frac{1}{2}$	144 $\frac{1}{2}$	

## Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Aug. 1.

W.26. Th.27 F.28 Sat.29. M.31. Tu.1						
Cattawissa	12 $\frac{1}{2}$	12 $\frac{1}{2}$				
" preferred	25 $\frac{1}{2}$	26 $\frac{1}{2}$	26	25 $\frac{1}{2}$		
Camden & Amboy	124	124			123 $\frac{1}{2}$	
" " 6s, '67						
" " 6s, '70						
" " 6s, '75						
" " 6s, '83	90	90				
" " 6s, '89						
" mort. 6s, '90, '93			97 $\frac{1}{2}$			
Cheas. & Del. Canal co. '86						
Del. Div. Canal					31 $\frac{1}{2}$	
Elmira & W'nsport						
" " pref.						
" " 7s						
Harrisburg						
Lehigh Navigation	57		58			
" " 6s, '70						
" " 6s, '84					93 $\frac{1}{2}$	
Lehigh Valley R. R.	60					
" " 6s, '95						
Little Schuylkill R. R.						
" " 7s						
Long Island						
" " 6s						
Minehill	55	55		55 $\frac{1}{2}$		
Morris Canal						
" " pref.						
" " 6s '76						
North Pennsylvania	23 $\frac{1}{2}$					
" " 6s	84 $\frac{1}{2}$	84 $\frac{1}{2}$				
" " 10s						
Northern Central						
Pennsylvania R. R.	57 $\frac{1}{2}$	58	57 $\frac{1}{2}$	57 $\frac{1}{2}$		
" " 1st m.						
" " 2d m.						
Penn. State, 5s						
" " 5s, coupon	92 $\frac{1}{2}$		91			
" " 6s, W. L.						
Philadelphia City, 6s						
" " new	92	92 $\frac{1}{2}$	92 $\frac{1}{2}$	92		
Philad. Germ. & Not.						
Phil. & Reading	55					
" " 6s, '86						
" " 6s, '70	93					
Philadelphia & Erie						
" " 6s	22 $\frac{1}{2}$	22 $\frac{1}{2}$				
Philad. & Sunbury, 7s						
Schuylkill Navigation	21	23		23		
" " pref. 30 $\frac{1}{2}$	31 $\frac{1}{2}$	31 $\frac{1}{2}$	31 $\frac{1}{2}$		31 $\frac{1}{2}$	
" " 6s '82						
" " 6s '76						
" " 6s '72						
Sunbury and Erie, 7s						
Susq. Canal		8 $\frac{1}{2}$				
" " 6s '78						
Union Canal, pref.						
" " 6s '83		21				
West Br. Canal 6s '78						
Wyoming Valley Canal	54 $\frac{1}{2}$	54 $\frac{1}{2}$	54			
" " bonds						
Arch street, (Horse)						
Chestnut & Wal.						
Green & Coates,						
Race and Vine,	10					
2d and 3d streets,					77	
Spruce & Pine,						

## Baltimore Stock Exchange.

Actual Sale Prices for the week ending Aug. 1.

W.26. Th.27 F.28 Sat.29. M.31. Tu.1						
Baltimore City 6s, 1825					99 $\frac{1}{2}$	
" " 1886			99 $\frac{1}{2}$		99	
" " 1870					99	
" " 1890		100 $\frac{1}{2}$		100 $\frac{1}{2}$	100 $\frac{1}{2}$	
Balt. and Ohio						
" " bds, '62						
" " " 67					99	
" " " 75-98 $\frac{1}{2}$					99	
" " " 80					98 $\frac{1}{2}$	
" " " 85-100 $\frac{1}{2}$	100 $\frac{1}{2}$					
Northern Central						
" " bds, '85	86 $\frac{1}{2}$		86 $\frac{1}{2}$	87	87	
" " 95						

## Boston Stock Exchange.

Actual Sale Prices for the week ending Aug. 2.

Th.27. F.28 Sat.29. M.31. Tu.1. W.2.						
Boston and Lowell			92 $\frac{1}{2}$		97	
Boston and Maine			112 $\frac{1}{2}$		112 $\frac{1}{2}$	
Boston and Providence						
Boston and Worcester			122		120	
Cheeshire, pref.			43	43	43	43
Concord						
Connecticut River						
Eastern, Mass.	95		97 $\frac{1}{2}$		95	
Eastern, N. H.						
Fitchburg		103	103		103	
Manchester & Lawrence						
Michigan Central	108					
Northern, N. H.	80		80			
Old Colony and Fall R.			106	106		
Pb., Wl. & Baltimore	66 $\frac{1}{2}$		66 $\frac{1}{2}$		66 $\frac{1}{2}$	
Portl'd, Saco & Porta.	95		96			
Vermont & Canada						
Vermont & Mass.	42					
Western	123 $\frac{1}{2}$	124	124		125	
Broadway (Horse)						
Cambridge			50	50	50	
Metropolitan			63			
Middlesex						
Central Mining Co.						
Franklin	34 $\frac{1}{2}$	35 $\frac{1}{2}$				
Isle Royale	10 $\frac{1}{2}$					
National						
Minnesota	7				7	7
Pewabic	34					
Pittsburg	57	60				
Quincy	54	54			55	
Rockland	24					

ment of its transactions up to the 31st of July last, and our foreign readers will at a glance perceive from its examination, the magnitude and extent of the financial operations of the Government even at this one point, noting at the same time, the ease and precision with which such enormous sums are handled in this country.

## RECEIPTS AND DISBURSEMENTS.

July 1, 1865, by balance	... \$6,900,899 16
Receipts during the month—	
On acc't of customs... \$9,908,190 66	
On account of loans... 8,177,651 66	
On acc't of inter. rev. 607,344 35	
On acc't P. O. dept... 143,479 24	
On acc't of transfers... 9,843,000 00	
On acc't of patent fees 10,146 70	
On acc't of miscellan's 48,006,249 06	
	76,696,061 67

## Payments.

Payments	... \$83,686,960 83
Treasury Drafts	... \$40,600,261 44
Post-Office Drafts	... 246,678 68

	40,846,940 12
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## Balance.

Balance	... \$17,745,239 27
By Balance, Cr. Int. \$7,820,485 60	
By appropriations... 637,740 00	

	84,458,225 60
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## To payments (gold).

To payments (gold)	... \$5,714,367 77
Do. notes	... 33,547 03

	5,747,914 80
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## Balance.

Balance	... \$2,710,310 80
By receipts for customs in the month of July 1865	... \$9,908,190 66

By receipts for customs in the month of July, 1864	... 3,641,301 76</
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It is not singular that the department should find itself much occupied with its new sphere of duties, quite different from its former routine. Formerly the revenue was almost exclusively derived from customs' duties, and the consequence was that our secretaries were compelled to study our foreign relations with as much attention and for more practical purposes than even the secretaries of State. Alexander Hamilton gained his greatest reputation by his system of commercial regulations for the government of the Treasury, which have remained almost unchanged in principle and form from the first. Treasury documents have always had great importance in their foreign aspect, but it is now different. Our internal revenue is so important at this moment, as a financial resource, that there is real danger that commercial questions may not receive the attention they deserve. It is a well known fact that our commercial treaties at this moment generally require revision to make them more conformable to the necessities of commerce and the spirit of the age. Just before the war this view of the subject was taken at a public meeting of the most distinguished merchants of this city; an association for examining and revising the present system was organized, and committees were appointed to make reports on the condition of our trade with foreign nations. The war however put an end, at least for the time, to the deliberations of this body; but beyond all question they could be advantageously resumed, as trade is a permanent element of our prosperity, adapted to our geographical position, favored by our productions, and in harmony with the adventurous spirit of our people. We therefore hope that Mr. McCulloch will find time fully to investigate this subject, and be able to present to the country such suggestions as will enable the Government, in its future or existing foreign relations, to secure reciprocal advantages as far as may be practicable. Our foreign trade naturally enough appears to have decreased during the past year. Our imports from the 1st of July last, to 1st of July, were but \$98,927,919, against \$155,011,442 the same time the previous year, while the exports of domestic produce and miscellaneous goods were but \$82,542,561, against \$115,415,483, for the same period the previous year. The exports of specie for the same time in 1865, from this port were \$18,645,504, against \$31,013,830 the same period in the previous year. Nevertheless the amount of specie from California at this port at the same time, have been \$10,019,817 against only \$6,502,187 in 1864 for the same time. All these facts are interesting, since they show the tendency of business to adjust itself to its wants and requirements, forever contradicting the expectations of mere theorists. Abuses, corruption, waste are all injurious to the people, and the economy of American Government has hitherto been its distinguishing characteristic. To this state of things we must return, if we would be prosperous and happy. We look forward with interest, to the statements of the Treasury department for some vindication of its future policy, which we doubt not will be in accordance with public expectation. The first turn towards a sound condition of things will be eagerly welcomed. And the first palpable improvement must be in the currency. This is the pivot of the future.

It is well understood that a large class of operators, many of them in foreign interests, are expecting that gold will again be quoted at a large premium.

No revulsion has yet come on us even out of our enormous war expenditures; and failures so largely anticipated, and actually taking place abroad on a very large scale, have been quite exceptional here. So that we really may look our financial condition in the face without very serious apprehension.

The attempt made to accustom the people to a heavy public debt, as a load not only easy to bear, but a pleasant and beneficial one, is one which can have no aid from us. Debt and taxation always grind the faces of industry and labor, which are the condition of much the largest portion of men; and no Government that ever yet existed can be safely trusted with large expenditures of money.

We cannot conceive of a more disastrous state of things than any further enhancement of the price. It is absolutely distractive of all sound financial transactions, foreign or domestic; demoralising in effect, and sure to break down the real producing interests of the country, which cannot afford to expend all its earnings for mere subsistence, and in the payment of taxes—the condition of the majorities of the people of this country, under the effect of continued high prices for gold, and a depreciated currency. Even capital recoils from enterprise when uncertainty attends its operations; and ill fares the land where speculation is the great business or calculation of the population, or suddenly acquired wealth is the study and the object of life.

We should not forget that we must have an American policy more fixed than ever. No matter what foreign nations may now admit with regard to us, they are one and all inspired by the single wish to make all the money they can out of us, and they would not care, except so far as their own interests are concerned, whether or no the United States were to become insolvent tomorrow. On the contrary, many foreign powers would probably rejoice at such an event. The constant refutation of their old theories and systems, which our prosperity furnishes, rankles in their breasts; and what we have to do, is to take care that our policy shall survive and triumph, and that recognising truth as old as the world—that debt is destruction—get rid of it as soon as possible, and all its subterfuges and contrivances.

And we have only to encourage this feeling, a feeling of high morality as well as interest, to succeed. We believe that if the American people, like those of England, were under the moral conviction that the public debt would never be paid, and never could be, they would give up in despair; as ready to be "Cossack as Republican." The Press does nothing more than its duty, therefore, in urging economy, retrenchment, and the extinguishment of debt, as the basis of sound public as well as private morals.

We have from time to time noticed the arrivals of cotton at this port, always believing that a good deal of the article was yet to come into play. During one month of July the imports are given at 60,000 bales, and during the closing week of the month, the arrivals were 20,000 bales. Up to July 29, the total receipts for ten months

were 340,015 bales according to the regular reports. The cash value of the cotton received here in July is considered to be nine millions of dollars, and at this rate the whole value realized during the year from the article in this city is about forty-five millions of dollars, a sum of large influence in our financial movements.

The very heavy balance remaining in the Sub-Treasury, upwards of sixty millions, has attracted attention, and even been made the excuse of an assault on the Treasury department in certain quarters. This is a most extraordinary course of conduct. One would think that the spectacle of a full Treasury would just now be of all others the most gratifying, showing that our resources were ample, and our readiness and ability to pay our obligations undeniable. It will be a most pleasing circumstance, in our opinion, when our means continue to accumulate in advance of our necessities; the precursor of our return to a sound condition. We hope it will be our good fortune henceforward, from week to week, to announce heavy balances in the Sub-Treasury; for we shall need them for sometime to come. There is certainly a want of fairness in regarding this state of things as cause for censure.

There has been a decline experienced in some of the leading railway securities, and an improvement in others not the subject of particular combinations. These differences are duly noted in our usual tables. Governments have varied under the influence of causes of no permanent character. Money continues to be plentiful, but the price keeps up pretty well as borrowers in a speculative market are never scarce. The foreign demand for our securities continues. The gold market remains about the same. There is no demand for export, but only for customs, where the receipts continue to be large, and likely to exceed the estimates very considerably. The balance in the Sub-Treasury on Tuesday was exactly \$61,279,201, a sum larger than that held at its disposal in any other Government this day on the face of the globe.

Considerable anxiety is felt at the political condition of several of the States now in process of reconstruction. It would seem that there yet remains a class of agitators who will not accept the new state of things if they can help it; nevertheless, we are inclined to the opinion that it is a small one. It is the real interest of the Southern people to devote themselves henceforward to the arts of peace; war has been their worst enemy, and we have no doubt they will determine, from motives of self-interest alone, to apply themselves to industrial pursuits, and to a renewal of their trade and commerce with the North and West, which really retain no other than the old feeling of good will towards their misguided brethren. Geographically, physically, politically we are one people, and the sooner we settle down in this conviction the more prosperous we shall be. All the objects of Government, all the designs of law, all the efforts of trade and commerce, are but the working out of divine principles to make men virtuous and happy, life pleasant, and social life a brotherhood. It is the perversity of our nature which prevents us from seeing what is really our real good.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Illinois coupon bonds, 1875, 95; New York State 6s, 1874, 98½; do., 6s, 1866, 98½; Milwaukee and St. Paul 1st mort., 73; N. Y. Central Subscription bonds, 95; McGregor Western R. R., 11½; Wilkesbarre Coal, 63; American Coal, 65; Central Coal, 53; Brunswick City Land Co., 9½; Western Union Tel., 73; Bank of Commerce, 104½; Corn Exchange Bank, 106; 4th National Bank, 101; Importers and Traders Bank, 105; St. Nicholas Bank, 100; Am. Ex. Bank, 115; 9th National Bank, 103; Continental Bank, 94.

Philadelphia.—Pittsburg 5s, 71½; Allegheny Co. coupon 5s, 73; 17th and 19th streets R. R., 9; Hestonville R. R., 15½; Girard College R. R., 26; West Philadelphia R. R., 62½; Susq. Canal script, 44; West Branch Canal, 25; Hazleton Coal, 53; Fulton Coal, 6½; New Creek, ¾; Locust Mt., 44; Big Mt., 5; Keystone Zinc, ¾; Lehigh Zinc, 30; Mechanics Bank, 28½; Adams Oil, 3; Big Tank 1½; Caldwell, 2½; Corn Planter, 2½; Curtin, 3½; Crotzor, ½; Cherry Run, 1½; Dallzell, 4½; Duncard, ½; Densmore, 1½; Dawson's Run, 2; Egbert, 1½; Excelsior, ½; Enterprise, ½; Franklin, 1; Hyde Farm, 1½; Junction, 2½; McClintonck, 2½; Maple Shade, 8½; McIlheny, 1½; Mineral, ½; Mingo, 2½; Oil City Petroleum, 3; Oil Creek and C. R., 1½; Oak Ball, 2½; Perry, 1; Royal, 1; Rock Oil, 1½; Story Farm, ½; St. Nicholas, 1½; Sugar Dale, 2; Slippery Rock, 1½; Tarr Home, 4; Wm. Penn, 1½. The latest quotations are: City 6s, 89@90; do., new, 92@92; State 5s, 90@91; do., coupon, 91@9½; do., 6s, W. L., 100@101; Phila., Wil. and Balt., 66½; Reading, 52½@52½; do., 6s, 1870, 93@94; do., bonds, 92@95; Camden and Amboy, 123@124; Penn R. R., 57½@57½; do., 1st mort., 104@108; do., 2d mort., 100@101; Little Schuylkill R. R., 29@31½; Morris Canal, 75@76; do., pref., 116@116; do., bonds, 90@90; Wyoming Valley Canal, 53½@55; do., 6s, 90@92; Susquehanna Canal, 8½@8½; do., 6s, 45@47; Sch. Nav., 23@23½; do., pref., 31½@31½; do., 6s, 1882, 78@80; Union Canal bonds, 19½@20½; Delaware Div. Canal 30½@31½; do., bonds, 90@90; Elmira and Williamsport, 29@30; do., pref., 45@50; do., 7s 1873, 99@100; do., Chatte 5s, 70@78; Long Island R. R. 6s, 86@87½; Lehigh Coal and Navigation, 58@60; North Pennsylvania, 23½@25; do., 6s, 84½@85; do., 10s, 108@108; Philadelphia and Erie, 22@23; do., 6s, 93@95; Minehill, 55@55½; Catawissa, 12@12½; do., pref., 25@25½; Lehigh Valley, 59@60; do., bonds, 94@95½; Fifth and Sixth streets, (horse,) 50@55; Second and Third, 75@77; Race and Vine, 9@10½; West Philadelphia, 60@64; Spruce and Pine, 20@24; Green and Coates, 30@34; Chestnut and Walnut, 48@49½; Arch, 14@16; Thirteenth and Fifteenth, 18@19; Girard College, 26@26½; Tenth and Eleventh, 46@48½; Norristown, 54@56.

Boston.—Northern (Ogdensburg) 2d mort., 32; Vermont Central 1st mort., 75; do., 2d mort., 22; Cheshire R. R., 6s, 90; Rutland and Burlington 2d mort., 18½; Conn. and Pas. Riv. R. R., 6s, 92½; Boston, Concord and Montreal 7s, 99; Western R. R. 6s, 1875, 98½; Worcester and Nashua R. R., 95; Maine 6s, 1883, 91; Boston 5s, 1883, 91; Boston 6s, 1874, 100; Portland 6s, 1877, 92½; Boston Water Power Co., 28½; Cary Imp. Co., 20; Franklin Coal, 21½; Mam-

moth Vein Coal, 12½; Macomb Lead, 1½; Cambridge Gas, 99; Dorchester Gas, 54½; Merchants Bank, 111; Suffolk Bank, 116; Blackstone Bank, 114½; Ciily Bank, 102½; Shoe and Leather Dealers Bank, 128½; Appleton Bank, Lowell, 112; Bank of Republic, 109; Bank of North America, 98; Bay State Mining Co., 8; Brandon, 70@72; Copper Falls, 19½; Dana, 1; Dudley, 50c.; French Creek, 65c.; Gt. Western, 75c.; Humbolt, 2; Hancock, 7½; Huron, 38; Mesnard, 2; Star, 2½; St. Clair, 2½.

Baltimore.—Marietta and Cincinnati bonds, 88½; N. W. Va. 1st mort., 96; do., 1st mort., 96; City Passenger R. R., 18½; Copper Hill, 210; Santa Clara, 18½; Lake Chrome, 0.15; Canton Co., 41; Union Bank, 74; Bank of Baltimore, 105; Bank of Commerce, 25; Farmers and Merchants Bank, 45; Howard Bank, 10½; Marine Bank, 30½. The latest quotations are: Balt. and Ohio, 115@120; do., 6s, 1867, 95@99; do., 1875, 98½@99; do., 1880, 98½@100; do., 1885, 100@100½; Northern Central, 45½@48; do., bonds, 1885, 86@87½; N. W. Va. 1st mort., 96@97; do., 2d mort., 95@98; do., 3d mort., 24@30; do., guar., 95@99; Marietta and Cincinnati 7s, 1891, 88@88½; Central Ohio 1st mort., 87@93; do., 3d mort., 85; do., 4th mort., 50@59; do., income 1857-60, 34½@37½; Western Md. bonds, 76½@77; do., guar., 96@96½; Maryland 6s, coupon, 1870, 99@100; do., Ins., 100@101½; do., 1890, 100@102; Baltimore 6s, 1870, 99@100; do., 1873, 97@100; do., 1875, 99½@100; do., 1886, 99@99½; do., 1890, 100½@100; do., coupon, 100@102; do., 5s, 1838-70, 84@85; City Passenger R. R., 18½@19½; Canton Co. 39@39½; Gardner, 0.75@0.90; Gas Coal, 1.00@1.75; Maryland, 0.25@0.40; North State, 0.25@0.25; Springfield, 0.95@1.05; George's Creek, 112@120; Santa Clara, 18½@19; Balt. Chrome, 0.50@1.00; Bare Hill, 2.10@2.25; Atlantic Coal, 0.90@1.00; Mineral Hill, 0.95@1.00; Baltimore Coal, 150@200; Laurel Cannel Coal and Oil Co., 4.00@4.00.

#### Schoharie Valley Railroad.

At meeting of the directors of this company, held at Canajoharie on the 25th ult., it was resolved to take immediate action for the building of the road, and the proper officers were accordingly instructed to issue proposals for the grading of the track as far as Fox's Creek. It was also resolved to direct the engineer to make a permanent survey of the route at once, and complete his estimates for the construction of the road. Five per cent. of the amount of stock subscribed has been collected and the articles of association filed in the office of the Secretary of State. The proper committees have been duly chosen by the directors, and everything put in order for carrying the enterprise forward to a successful and early consummation.

The proposed railway between Aleppo and the coast of Syria is now very likely to be carried out, the Porte having given a guarantee of eight per cent. on £1,300,000 on consideration of a port being formed at Seleucia, Pieria.

Holders of the Bonds of the Mississippi and Missouri Road are requested to send their names and address, with amount and description of the bonds held by them, to the office of the Treasurer, George T. M. Davis, No. 47 Exchange-Place.

#### The National Debt.

The official statement of the public debt, as appears from the books of the Treasury Department, on the 31st of July, shows the amount outstanding to be \$2,757,258,275, divided thus, viz:

##### THE DEBT.

The debt bearing interest in coin is \$1,108,662,641  
On which the interest is ..... 64,521,837

The debt bearing interest in lawful  
money is ..... 1,289,156,645

On which the interest is ..... 74,740,680

The debt on which interest has  
ceased is ..... 1,527,120

The debt bearing no interest is ..... 357,906,969

The total interest both in coin and  
lawful money is ..... 139,262,468

The legal tender notes in circulation are as  
follows:

##### THE LEGAL TENDERS.

One and two years 5 per cent. notes. \$39,954,230

United States notes, old issue ..... 472,608

United States notes, new issue ..... 482,687,966

Compound interest notes, act of  
March 3, 1863 ..... 15,000,000

Compound interest notes, act of June  
30, 1864 ..... 197,121,470

Total legal tenders in circulation ..... \$685,236,269

The amount of fractional currency is ..... 25,750,000

The uncalled for pay, requisitions and  
miscellaneous items of the War and  
Navy Departments amount to ..... 15,736,000

##### MONEY IN THE TREASURY.

The amount of coin in the Treasury is \$35,338,000

And of currency ..... 81,402,000

Total amount in Treasury ..... \$116,739,632

The statement of the public debt, as appears by the returns and Treasury books on the 31st of July, as compared with that made on the 31st of May—two months ago—shows an increase of \$122,000,000 during the intervening period, owing in part to the extraordinary sums required to pay the arrearages due to the army—the entire public debt being \$2,635,205,753. The amount of legal tender notes now in circulation is \$685,236,269, or an increase from the 31st of May of \$26,075,700.

The work of extending the horse railroad from East New York toward Jamaica, began last week. It will be in use as far as Union Course on or before the 1st of September next. We understand that it will be continued to Jamaica immediately, if the citizens will subscribe for a fair amount of the stock.

The work on the east end of the Hoosick tunnel is progressing at the rate of sixteen feet per day. This enterprise, which was commenced about fifteen years ago, is likely to be accomplished, if the Massachusetts Legislature will continue its aid to the undertaking.

The Morris and Essex Railroad Company are vigorously prosecuting the construction of the extension from Hackettstown to Phillipsburg, and hope to have it completed by November next, so as to allow the transportation of coal and other freight, together with passengers from the various stations on the route.

The editor of the Portage city *Register* has seen a private letter which asserts that the road between Oshkosh and Ripon will be in running order before the first of June next, and also that the iron for the road will be purchased within the next thirty days. This gentleman is immediately connected with the enterprise and knows fully of what he speaks. And it urges the extension of the road to that city.—Milwaukee, Wis.

**When the States came into the Union.**

The following is a list of the States constituting the Union, with the dates of their admission. Colorado and Nebraska had authority, but refused to form State constitutions. The thirty-six stars in our national flag are, therefore, designated as under:

Delaware	Dec. 7, 1787
Pennsylvania	Dec. 12, 1787
New Jersey	Dec. 18, 1787
Georgia	Jan. 2, 1788
Connecticut	Jan. 9, 1788
Massachusetts	Feb. 6, 1788
Maryland	April 28, 1788
South Carolina	May 23, 1788
New Hampshire	June 21, 1788
Virginia	June 26, 1788
New York	July 26, 1788
North Carolina	Nov. 21, 1789
Rhode Island	May 29, 1790
Vermont	Mar. 4, 1791
Kentucky	June 1, 1792
Tennessee	June 1, 1796
Ohio	Nov. 29, 1802
Louisiana	April 8, 1812
Indiana	Dec. 11, 1816
Mississippi	Dec. 10, 1817
Illinois	Dec. 3, 1818
Alabama	Dec. 14, 1819
Maine	Mar. 15, 1820
Missouri	Aug. 10, 1821
Arkansas	June 15, 1836
Michigan	Jan. 26, 1837
Florida	Mar. 3, 1845
Texas	Dec. 29, 1845
Iowa	Dec. 28, 1846
Wisconsin	May 29, 1848
California	Sept. 9, 1850
Minnesota	Dec. 1857
Oregon	Dec. 1857
Kansas	Mar. 1862
West Virginia	Mar. 1863
Nevada	Oct. 1864

**[F]** The Allegheny River Bridge at Oil City is to be a suspension bridge of two spans of 325 feet each, and one semi-span of 162½ feet, the latter on the Oil City side. The platform will be thirty-five feet above the present level of the river, and will consist of a double track for teams, 17 feet wide, and sidewalks some five feet above the latter, and between the track and the suspenders. The platform is to be attached to the cable by nine suspending rods, without adjustments, and the cables, two in number, are to be composed of No. 10 hand-drawn charcoal iron wire, thoroughly wrapped throughout their whole length with annealed wire of a smaller size, by means of machinery, and made impervious to water by paint and other substances. They will be anchored into the abutments on the Oil City side, and with separate anchorage masses on the Latonia side.—*Oil City Register.*

**[F]** The aggregate amount disbursed in Boston on the 1st ult., on account of dividends and interest was \$6,065,452. Of this sum \$131,528 are from Insurance, Mining, Steamboat, Hotel and other companies; \$2,866,871 from interest on bonds; \$1,406,100 from Manufacturing Company dividends, and \$1,660,953 from Railroad dividends. At the semi-annual period in January last the aggregate amount paid out was \$7,945,095. A year ago the amount paid was \$6,537,442, and the January preceding only \$6,117,393. The aggregate of the dividends this time does not vary materially from July 1864, the reduction by railroad and manufacturing companies being made up by the largely increased payments on Government securities. The changes in railroads are a falling off in Boston and Lowell from 3½ to 2 per cent.; Boston and Worcester 5 to 4½; Fitchburg 4 to 3; Michigan Central 6 to 4 per cent. cash, but pays

an additional stock dividend of 6 per cent., and Western 5 to 4 per cent. The following pass their dividends at this time: Cheshire, Lynn and Boston, Metropolitan, and Middlesex Railroads—the latter three horse roads. The horse railways it seems have been no more successful in Boston the past year than they were in other cities before the price of passage was made more nearly to correspond with the increased price of provender, wages, etc.

**Journal of Railroad Law.****RIGHT OF RAILROAD COMPANIES TO EJECT COLOR-ED PASSENGERS.—THE VIEWS OF A PHILADELPHIA JUDGE.**

It is a well settled rule of law, as stated in a recent number of the JOURNAL, that Railroad Companies have the right to adopt and enforce all proper and reasonable rules for the regulation and conduct of their trains and of passengers riding thereon. A conductor may eject a passenger from the car, not only for misconduct, which is such as to disturb the peace and safety of the other passengers, but as well for noisy and disgraceful conduct, such as grossly profane or indecent language. But whether a conductor may eject a passenger on the sole ground of his color, is a question not so frequently discussed or so positively decided.

It appears, however, that the question has been brought before the courts in Philadelphia; and for the information of our readers we give the charge of Judge Allison to the Jury. The case is *Derry vs. Lowry*, and the plaintiff, who is a woman of color, sues the defendant, who is the conductor of a street passenger car, to recover damages for her forcible ejection from a car. The plaintiff alleged that she had been seated for a few minutes, when the conductor told her that no niggers were allowed to ride on that line, and that she must get out. Failing to comply with the conductor's command to get out, two men were called from the street, and the plaintiff was dragged out with great violence.

The conductor justified the ejection of the plaintiff by showing that the road had a rule that all colored people were to be excluded from the cars; that in obedience to this rule the defendant removed the plaintiff, on her refusal to go quietly.

ALLISON, J charged the jury as follows:

The important question involved in this action is the right claimed by conductors of city passenger railways to refuse passage to persons of color, and to eject such persons from the cars of which they have charge, when entrance to the same is obtained without their knowledge or consent.

In most instances the conductor in charge of the car shields himself under an alleged regulation of the company of which he is an employee or agent. This is the case here, although in fact there was no such regulation of the Lombard and South street Passenger Railroad; the attempt to set up the existence of such a rule, enacted by the directors of the Company, utterly failed; but for the purposes of the case now under trial, I instruct you as a principle of law that the existence of such a by-law or resolution of the company, would not avail the defendant as a justification for the wrong complained of in the plaintiff's declaration. It would be proper to allow proof of the existence of such a regulation, to be given to the jury in mitigation of damages, to show that the defendant did not of his own motion with wicked and malicious intention inflict personal violence upon the plain-

tiff, but that he was acting under the instruction of the company whose servant he was, in ejecting her from the car.

The principles of law which govern city passenger Railway Companies, in no respect I am aware of, differ from those applicable to common carriers in general. They are companies chartered to carry passengers along a certain defined route, and between established termini. They are chartered for the accommodation of the community generally, and to this end the uses of the public highway of the city, along and over which every person without distinction of age, or sex, or nationality or color has a right to free and unobstructed passage, is to the extent defined in the several acts of incorporation given to those companies for the construction of their roads. But these grants by the Legislature were not intended to divert the highways of the city from the purpose for which they were established; to some extent they change the mode of transit over said highway; but the object of the grant was in aid of this common right of passage upon and over the streets of the city; it was to render travel more easy and convenient to those to whom the right belonged, and this right is a common right, it belongs equally to the rich and to the poor, to the black man as much as to the white man. A company claiming to exercise the power which the defendant, acting for his principals, the Lombard and South street road, sought to enforce as against the plaintiff in this action must show the most clear legislative authority as a justification. The charter of this company has been put in evidence, and it is not pretended that such an express power is therein contained. Nor can it be reasonably argued that such a power is taken by implication; for its exercise is not in aid of that which is by the letter of the charter granted to the company, but in its practical application is a restriction of its general corporate authority in violation of its public duty, and at war with the purpose for which the body was created. The rule that lies at the foundation of all corporate right is that the power shall be strictly construed that corporations should be permitted to do only that which they take by express grant or that which by implication is conceded to them, when necessary to the existence of the body corporate or requisite to carry into effect the letter of the charter itself. Neither branch of the proposition which is one of the plainest axioms of the law has been established by the defence; on the contrary the act of defendant was a clear violation of the rights of the plaintiff when he put her out of the car, because her skin was a few shades darker than his own. The letter of the charter of this company did not authorize it; and the act, so far from being justified under the reserved or implied grant of authority was in itself a violation of the obligations, and duties of the company who as a common carrier, are bound to carry every individual who, paying the amount of fare charged to others, desires to travel on the road, and as against whom no reasonable or well founded objection can be made on personal grounds.

The true principle is that a corporation created for the carriage of passengers has no right to exclude any class of persons, as a class, from the benefits of its mode of transportation. It may for cause either by or without a regulation ex-

clude individuals. A corporation of this description might as well undertake to make nationality or religion a ground of exclusion, as color, it would not be difficult to determine in advance the legal force of a by law excluding all Germans or Frenchmen, or Irishmen, or protestants, or catholics, Jews or Greeks as such from the passenger cars of the city; such an exclusion would not be tolerated by any intelligent tribunal; and yet in this the day of our corporative enlightenment, and freedom from a prejudice to which we were so long in bondage, a question can be seriously made before a court and jury, and practically enforced at the bar of public opinion, as to the right of an individual conductor or a company, to turn persons out of the passenger cars of the city with force and violence because of their complexion. Than this nothing can be more unreasonable; nothing in my opinion, is a clearer or grosser violation of the plainest principles of the law, and of the rights of individuals.

But it is asked, are these corporations powerless to protect themselves or the passengers whom they carry. By no means; they have a perfect right to exclude any one not a fit person to ride in their cars. Intoxication, profane or indecent language, the presence of one afflicted with an offensive or contagious disease, smoking in the cars, are but illustrations of the principle, because these are a reasonable offence to the travelling public; these of themselves constitute a ground for exclusion or removal; but the mere prejudice of one class against another, cannot be allowed to subvert or overthrow the cardinal doctrine of the equality of all before the law, in the maintenance of the sacred rights of power and of citizenship.

The argument which is used as a justification for the exclusion of people of color from the cars, would shut them out from and bar against them our courts of justice, forbid to them the use of public ferries, bridges and highways, and rests not upon the principle of legal or moral right, but upon bald naked prejudice alone. It is our duty, gentlemen, in the discharge of our duties, you, in your sphere and I in mine, to cast aside all prejudice, that the law may vindicate its just claim to strict and impartial justice. And if, by the action of courts and juries, wrong has been done to that class of citizens to which the plaintiff belongs, it is time that such errors shall be contradicted.

The logic of events for the past four years has in many respects cleared our vision and corrected our judgment, and no proposition has been more clearly wrought out by them, than that the men who have been deemed worthy to become the defenders of the country, to wear the uniforms of the soldier of the United States, should not be denied the rights common to humanity, and this not only without law, but against law and the plainest principles of right and justice. The judge further charged the jury that the instructions of a principal to a subordinate to do an illegal act, such as to commit an assault and battery upon the person of a citizen was no justification of a subordinate for so doing, that such a plan could not shield a conductor of a car from his accountability before the law, to the person injured.

He also instructed the jury upon the question of the violence inflicted by the plaintiff upon the defendant; that if such violence was used in defence of her person when assaulted by the de-

fendant, and was no greater in degree than was necessary to defend herself against the attack made upon her person and rights, the law would justify her in the employment of such force. Nor would the use of excessive force by her in resisting a personal assault be a defence to her claim for damages; it may be taken into consideration by the jury upon the question of the amount of compensation to be given her but not as defence to the action.

That the jury, for a wrong like that complained of by the plaintiff, may go beyond mere compensatory damages, and may give vindictive damages by way of punishment. Verdict for plaintiff \$50 damages.

#### Lebanon and Pine Grove Railroad.

We understand that measures are being taken to immediately build the Lebanon and Pinegrove Railroad, on the line of the Union Canal Feeder. The distance from Pinegrove to Lebanon is only 27 miles, and it is also proposed to extend the road *via* the Lebanon and Cornwall Railroad, to connect with the Reading, Lancaster and Columbia Railroad, a distance of 18 miles. By this route all the iron works in Lebanon and Lancaster Counties could be supplied with coal at a much cheaper rate than they are now receiving it *via* the Lebanon Valley Railroad and from the Susquehanna Region. The distance from Pinegrove to Lancaster by this route is only 63 miles, and to Lebanon only 27 miles.—*Pottsville Miners Journal.*

#### La Crosse and Milwaukee Railroad.

The Circuit Court of the United States have just held a special term at Milwaukee to dispose of the litigation connected with the Eastern division of this road, and substantial progress has been made toward a final settlement of this protracted controversy. The practical result of all the decisions is, that the St. Paul Company will pay to the receiver on or before the 1st day of September next, in cash and coupons of the second mortgage, the sum of \$126,849, which, deducted from the amount required to be paid by the Minnesota Company to prevent a sale, \$571,130, leaves the sum of \$444,289 to be paid by the Minnesota Company on or before the 27th day of September next, to prevent an order of sale, which sale will take place six months after granting the order if payment as above is not made.

The portion of road covered by this mortgage and affected by this litigation, is the line of the old La Crosse road, from Milwaukee to Portage, a distance of ninety-five miles. The mortgages on this line to F. A. Palmer and the city of Milwaukee, which are prior to the second mortgage, amount to the sum of \$1,200,000; the second mortgage, \$1,571,139; making together the sum of \$2,771,139; which is undisputed. In addition to this amount, the following judgments were all rendered and docketed prior to the making of the Baines' mortgage, on the foreclosure of which the Minnesota Company was formed:

Chamberlin's judgment for .....	\$729,680 72
Cleveland judgment, about .....	80,000 00
Mercantile Bank .....	38,000 00
Sebre Howard .....	20,000 00

Making about the sum of ..... \$767,089 72

And with interest added on the Chamberlin judgment, over one million of dollars—all of which judgments are claimed to be liens on this property prior to the right of the Minnesota Company, and suits are now pending to enforce them.

The examination of these figures shows that the admitted mortgage liens on this property, prior to the Minnesota Company, are over \$29,000 per mile, and the mortgage and judgment loans, prior to the right of that company, exceed \$40,000 per mile.

With these facts before our readers, and the further fact that the securities of the Milwaukee

and Prairie du Chien road, a through route, with through business and entirely free from litigation, are now selling at less than \$20,000 per mile, we shall leave it for them to form their own opinion as to whether payment is likely to be made as required by the court to prevent a sale. We are informed that over eight-tenths of the second mortgage, and all of the judgments above-named, are owned or controlled by the Milwaukee and St. Paul Railway Company, of the directors thereof. And should a sale take place, it is not doubtful, under such circumstances, who will become the purchaser.—*Milwaukee Sentinel.*

#### Old Colony and Newport Railroad.

The annual meeting of this company was held in Boston on the 27th ult. From the report of the directors which was presented, we learn that the receipts during the year ending May 31, 1865, were: from passengers \$698,188 99; from freight, mails and rent, \$368,332 14—total, \$1,061,521 13. Total expenses, \$743,894 97. Net earnings, \$317,626 16. Balance of income of last year, \$127,032 45. Deducting dividends and U. S. tax there remains as income, May 31, 1865, \$124,950 75.

The indebtedness of the company May 31, was \$1,005,823 06. The increase over last year's indebtedness was caused mostly by purchase of land for change of location and enlargement of freight and passenger accommodation in Boston.

The President stated that the expenditures of the company the past year have been excessively large, owing to the high price of material and labor and extension of the road, &c., but that the receipts of the company since 1862 have nearly doubled. The number of passengers and the amount of tonnage has doubled since that time.

It was moved that a double track of ten miles in length be built the present year between South Braintree and Middleboro'. The motion was referred to the directors.

The following gentlemen were elected directors for the ensuing year: Alexander Holmes, of Kingston; Francis B. Hayes, Boston; George A. Kettell, Charlestown; Uriel Crocker, Boston; Benjamin Finch, Newport; Minot Tirrell, Weymouth; Oliver Ames, Easton.

 The new Ferry Boat, "Susquehanna," recently constructed for the Erie Railway Company is one of the largest and finest ever built. Its length is 208½ feet, and its width, over deck, 64 feet. The cabins are built with arches, and have all the later improvements; the woodwork is of ash, trimmed with black walnut; the boat is lighted with gas; the decks are unusually high, metallic life boats are carried on the promenade deck, and are easy of access; and the boat is finished throughout in a very neat manner. The engines are reported to be of six hundred to seven hundred horse power. They have been fully tried.

The Susquehanna will run with the ferry boat Pavonia, long known as "the train boat" on the Pavonia ferry, from Jersey City to Chambers street in this city.

 Eleven miles more of the McGregor Western railway was put in operation on the 1st inst. This road, as we learn, has all the business it is capable of doing, and promises to become one of the most important in Iowa. It has the right, under its charter, to extend across the State to the Missouri River, and has a land grant of 10 sections (6,400 acres) per mile to aid in its construction.

A Pneumatic Railway is to be built under the Thames river, England, to connect two railway stations. Piers will be built up within caissons sunk below the bed of the river, till they reach within a few feet of the river bed. Upon these will be laid the iron tubes which form the passage way for the railway. These tubes will be laid upon the masonry in concrete, the carriages of the railway will be impelled by the atmosphere working directly upon them instead of a piston, the carriages having a closely fitting collar or frame work of the sectional area of the tunnel, which answers the same purpose as a piston.

#### Railroad Earnings.—Weekly.

The earnings of the Grand Trunk Railway for the week ending July 22, 1865, (including the receipts of the Montreal & Lake Champlain and Buffalo & Lake Huron Railways) were:

Passengers .....	\$48,948 00
Express, freight, mails and sundries .....	4,036 00
Freight and live stock .....	66,478 00

Total .....	\$119,462 00
Corresponding week, 1864 .....	106,914 00

Increase .....	\$12,548 00
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The earnings of the Marietta and Cincinnati Railroad for the third week in July, 1865, were:

1865. 1864.		
Passengers .....	\$12,748 25	\$8,532 02
Freight .....	10,858 25	10,042 67
Mail, express & telegraph .....	1,100 00	1,189 58

Total .....	\$24,706 50	\$19,764 27
Total this month to date .....	72,813 25	57,869 11

Total for the fiscal year commencing Jan. 1 .....	\$664,376 26	\$523,638 49
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The traffic of the Great Western Railroad for the week ending July 28, 1865, was as follows:

Passengers .....	\$28,821 58
Freight and live stock .....	23,506 27
Mails and sundries .....	2,497 56

Total .....	\$54,825 41
Corresponding week of 1864 .....	43,893 13

Increase .....	\$10,932 28
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The earnings of the Racine and Mississippi and Northern Illinois Railroad for the week ending July 21, were:

1865. 1864.		
Passengers .....	\$3,434 72	\$2,449 34
Freight .....	11,940 41	8,853 41
Express .....	180 22	104 16
Mail .....	296 58	296 58

Total .....	\$15,801 93	\$11,703 49
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Receipts from January 1 to July 21:	
1865 .....	\$344,232 59
1864 .....	306,565 96

Increase .....	\$37,666 63
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#### Mountain Railways.

Pending the completion of the tunnel of 7½ miles through Mont Cenis, and which—as more than 4½ miles remain to be pierced—will yet require seven or eight years, Messrs. Brassey have taken steps toward the construction of a railway over the mountain, to supply the break of 47 miles now existing between St. Michel and Susa in the line of communication between France and Italy.

An experimental line has been already constructed on the French side, between Lanslebourg and the summit, a distance of a mile and a quarter. Capt. Tyler reports officially to the Board of Trade that this experimental line possesses a mean gradi-

ent of one in thirteen, and a maximum of one in twelve. It passes round a sharp corner, joining two of the zigzags of ascent on a curve with about two chains radius, and was purposely constructed on the most difficult portion of the route. Horizontal driving wheels act on a middle rail. The importance of these results to the future of railway construction in mountainous countries can, therefore, hardly be over-estimated. Capt. Tyler says the railway will be safer than the road.

ENGINEER'S OFFICE OF THE SCHOHARIE VALLEY R. R.,  
SCHOHARIE, N. Y., July 21, 1865.

**NOTICE TO CONTRACTORS.**—Sealed proposals will be received by the undersigned until the 2d day of September next, for the Grading, Bridging, Masonry, &c., of the Schoharie Valley Railroad.

The Company reserve the right to accept or reject any proposal without regard to terms. Satisfactory references must accompany the bids, and competent security will be required for the fulfilment of the contract, the payment of laborers' wages, &c., &c.

The profile, plans and specifications of the work will be ready for inspection, at the above office, on and after the 26th day of August next.

PETER HOGAN, Chief Engineer.

By order of the Board.

B. L. MAHAN, Secretary.

#### Natural Lubricating Oil FROM THE

#### HICKORY FARM OIL CO.'S NEW WELL, NO. 2, ON WEST HICKORY CREEK, VENANGO COUNTY, PA.

This company are now receiving oil from the above well, of which they are exclusive owners, and are prepared to fill orders for delivery at this port or at the well.

The oil is of a specific gravity of 32 degrees Beaume, and has been pronounced, by all who have tested it, the best lubricator in the market.

Orders from railroad companies, jobbers and large manufacturers are solicited, and will receive prompt attention. Parties can at all times rely on a pure and uniform article. Office of the Company, No. 92 Maiden Lane, New York.

Sim-27

THE NEW YORK CENTRAL RAILROAD COMPANY,  
TREASURER'S OFFICE, Albany, July 21, 1865.

**TWENTY-FOURTH SEMI-ANNUAL DIVIDEND.** The Directors of this Company have declared a semi-annual Dividend of Three per Cent. on the capital stock thereof, free of the United States income tax, payable on the 21st day of August next.

Dividends in New York will be paid at the office of DUNCAN, SHERMAN & CO., in Albany, at the Albany City Bank.

The transfer books will be closed at the close of business on MONDAY, the 31st day of July inst., and be reopened on the morning of THURSDAY, the 24th day of August next.

JOHN V. L. PRUYN, Treasurer.

OFFICE OF THE ERIE RAILWAY COMPANY,  
No. 187 WEST ST., NEW YORK, July 26, 1865.

**DIVIDEND**—The Directors of this Company have declared a Semi-annual Dividend from the earnings of the road for six months ending June 30, of THREE AND ONE-HALF PER CENT. on the Preferred Stock.

Also, a Semi-annual Dividend of FOUR PER CENT. on the Common Capital Stock.

Both payable, less the government tax, on MONDAY, the 21st day of August next, at the Treasurer's Office, Erie-place, to the registered holders of stock at the closing of the books.

The transfer books of both classes of stock will be closed on the afternoon of Saturday the 5th, and be reopened on Wednesday, the 23d day of August.

30-4 HORATIO N. OTIS, Secretary.

OFFICE OF THE ILLINOIS CENTRAL RAILROAD CO.,  
NEW YORK, July 11, 1865.

**A**T A MEETING of the Board of Directors of this Company, held this day, it was

**Resolved**, That DIVIDEND of FIVE PER CENT. in cash, free of Government tax, be paid on the 1st day of August next, to the holders of the full paid shares registered on the 15th day of July, and that the transfer books be closed on the said 15th day of July, and opened on the 3d day of August.

**Resolved**, That in pursuance of the measure recommended by the Shareholders' Meeting, held May 31st, 1865, and in order that the lands sold may be represented by a corresponding issue of Capital Stock, in accordance with the policy heretofore pursued by the Company in the issue of Canceled Bonds Script, the outstanding shares of this Company be increased by the issue of one share for every ten now outstanding, and the same be distributed to the holders of shares registered on the Company's books, on the first day of August next, in the proportion of one share for every ten held by them.

**Resolved**, That where, in the distribution of such shares, a stockholder would be entitled to a fraction of a share, the Company will retain the right to such fractional part at par.

THOMAS E. WALKER, Treasurer.

#### Car Covering or Roofing

KINGMAN'S CEMENT WITH HEAVY CANVAS, used by many roads as a substitute for Car Duck.

WILLIAMS & PAGE, Boston.

July 10th, 1865.

RICHMOND AND DANVILLE RAILROAD,  
SUPERINTENDENT'S OFFICE,  
Richmond, Va., July 12th, 1865.

**NOTICE TO BRIDGE BUILDERS.**—Proposals are invited by this Company for the rebuilding of 7 spans of their Bridge over James' River at Richmond. Spans 120 feet. Also for their Bridge of the Stanton River, 4 spans of 150 feet each, making an aggregate length in both Bridges of 1,440 feet, the masonry in both cases is uninjured, the original structures were on the Howe Truss plan, the Track Stringers sustained on the bottom chord. Proposals are invited for their rebuilding on the same plan, but proposals made for other plans will also be considered. Address the undersigned at Richmond, Va.

THOMAS DODAMEAD Superintendent.

#### KING, SUTTON & CO., BANKERS and BROKERS, (GLOBE BUILDINGS)

61 & 66 BROADWAY, near Wall Street,  
AND 17 & 19 NEW STREET, NEW YORK.

GOVERNMENT SECURITIES, STOCKS, AND BONDS, Bought and Sold at the Board of Brokers. Interest allowed on Deposits. Petroleum and Mining Stocks receive special attention.

#### CHARLES D. GIBSON, COMMISSION MERCHANT AGENT FOR SALE OF

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#### AMERICAN STEEL, 54 William st., NEW YORK.

J. B. JAMES'  
Rosendale Cement Works,  
MANUFACTURE a superior quality of ROSENDALE HYDRAULIC CEMENT. Address

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29 Cedar Street, New York.

#### HUDSON RIVER CEMENT COMPANY.

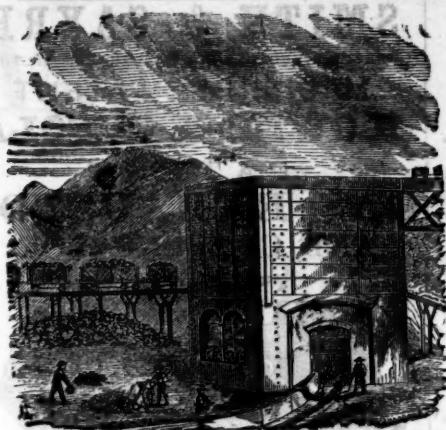
THIS Company is now prepared to furnish at the shortest notice, on the most favorable terms, HYDRAULIC ROSENDALE CEMENT, NOVA SCOTIA CALCINED PLASTER, FARMERS' PLASTER, and MARBLE DUST, all of full weight, and of a fine and superior quality.

This Cement is manufactured by the Company from a superior selected quality of Cement Stone, from its extensive Quarries at Rosendale, Ulster Co., N. Y., and has been very extensively used during the past eight years in the construction of RESERVOIRS, CISTERNS, TANKS, BATHS, CELLARS, VAULTS, etc., and for a variety of purposes "under water," such as DOCKS, BRIDGES, MILL-DAMS, FOUNDATIONS and BREAKWATERS. It is largely used for any sort of dry concrete and underwater works. Where strong work is needed, or dampness to be excluded, this Cement is unrivaled. It has the unqualified approbation of the most eminent ARCHITECTS, ENGINEERS, CONTRACTORS and BUILDERS in AMERICA, being used in most every department of the works under Government.

It is put up, for shipping purposes, in tight, well-made, and thoroughly papered barrels—each barrel containing 300 lbs. of Cement—and shipped direct from the works at JERSEY CITY, N. J., (opposite the City of New York,) at all seasons of the year, thus avoiding all unnecessary handling.

The better condition, therefore, in which its articles are received by purchasers makes it an object for them to purchase its Hydraulie Rosendale Cement, Calcined Plaster, Farmers' Plaster, and Marble Dust; and which, if used by persons of experience, never fail to give entire satisfaction. Orders, however extensive they may be, are respectfully solicited from Contractors, Railroad Companies, Masons and others.

Please address, Hudson River Cement Company, Jersey City, N. J., or J. H. BUTTS, Secretary. N. B.—Freights obtained by good vessels on the best terms, and Insurance when required.



#### HIGHLY IMPORTANT TO IRON MASTERS.

A large saving in the Manufacture of Iron can be insured by the use of

#### RACHETTE'S IMPROVEMENT In the construction of

#### IRON FURNACES

A better quality of Iron guaranteed and most favorable inducements offered for its immediate adoption. For particulars address CHARLES B. NORTON,

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SHEFFIELD, ENGLAND,

No. 54 Beekman St., New York.

Have received by recent importations a full assortment of BUTCHER'S CAST STEEL FILES. Also, WM GOODLAD'S CAST-STEEL FILES.

6m-22

#### NEW YORK

#### Accidental Insurance Co.,

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FOR INSURING AGAINST ACCIDENTS of all KINDS.

CAPITAL, - - - - \$250,000.

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SAMES W. ALEXANDER, Attorney.  
HENRY A. BILLS, General Agent.

The business of this company is the insuring against accidents of all kinds, whether by travelling or otherwise.

Annual premium on \$10,000, without compensation, \$30; with compensation of \$50 per week in case of injury, \$50. Smaller amounts insured at corresponding rates.

A person insured against death only secures to his family the sum for which he insures if he is killed, provided the death occurs within three months from date of the injury.

**IF AGAINST DEATH WITH COMPENSATION**  
the injured secures the amount for which he insures to his family in the event of death; and in case of personal injury the amount stipulated until he is able to attend to his affairs, or until twenty-six weeks.

#### GENERAL ACCIDENTS,

include the Travelling Risk, and also all forms of Dislocations, Broken Bones, Sprains, Bruises, Cuts, Gunshot Wounds, Burns and Scalds, Bites of Dogs, Assassins by Burglars, Robbers or Murderers—the action of Lightning or Sun-Stroke, the effects of Explosions, Floods and Suffocation by Drowning or Choking; where such Accidental Injury is the cause of Death within three months of the happening of the injury, or of total disability to follow his usual avocations.

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The rates of premium are very low.  
No MEDICAL EXAMINATION IS REQUIRED, and those who have been rejected by Life Companies in consequence of hereditary or other diseases can effect insurance in this Company at a very small cost.

No better or more satisfactory use can be made of so small a sum.

#### IMPROVED LOW Pressure Steam Warming AND Ventilating Apparatus.

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HILLS & WARNER,

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The first and only Low Pressure Steam Heating Apparatus with OPEN BOILER ever used for warming and ventilating

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Hotels, Churches, Hospitals,  
Green Houses, &c., &c.

WARRANTED EFFICIENT, ECONOMICAL AND SAFE.

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Assignees of the newly-patented process for the cheap reduction of Rock and Ores without Machinery.

Organized under the laws of the State of New York.

CAPITAL, - - - - \$5,000,000.  
50,000 Shares of \$100 Each.

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The Company offer 10,000 shares of their stock for working capital at \$50 per share, par value \$100; and also their royalties for sale to miners.

Particulars given at the office of the Company, No. 64

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3m-24 A. G. COOK, Secretary.

#### New Haven Car Works, NEW HAVEN, CONN.

#### Passenger and Freight CARS

OF EVERY DESCRIPTION, ON HAND, AND  
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THE NEW HAVEN C. & F. PROPRIETORS.

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N. Y. The Forty-Second Annual Session of this well-known SCHOOL OF ENGINEERING AND NATURAL SCIENCE, will commence Sept. 18th, 1866. The NEW ANNUAL REGISTER, giving full information, may be obtained at D. APPLETON'S Bookstore, New York, or from

Prof. CHARLES DROWNE, Director, Troy, N. Y.

#### NATIONAL LIFE AND Travelers' Insurance Co. OF NEW YORK. Office, No. 243 BROADWAY.

AUTHORIZED CAPITAL..... \$500,000.

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E. H. JONES, Superintendent of Agencies.

E. F. FOLGER, General Railway Agent.

#### LIFE AND ENDOWMENT POLICIES

Are issued on the Mutual plan. All the Profits in this department are divided pro rata among the Policy Holders. All policies to be contestable after five years from date, and non-forfeitable after two annual payments. A Loan of one third of the amount of premiums will be made; also, thirty days grace given in payment of premiums.

#### GENERAL ACCIDENT POLICIES

Are granted covering Accidents of all descriptions, including the traveler's risk. If issued

#### Without Compensation,

They provide for death, if caused by accident; but in case of injury only, the insured receives no compensation. If granted

#### With Compensation,

The full amount assured is payable to the family in case of death caused by accident and occurring within three months from the date of injury. Or, in case of injury causing disability, the insured receives a weekly compensation until he is able to attend to his business, such time not to exceed twenty-six weeks. The policy covers all forms of Dislocations, Broken Bones, Sprains, Bruises, Cuts, Gunshot Wounds, Burns and Scalds, Bites of Dogs, Assualts by Burglars, Robbers, or Murderers, the action of Lightning or Sun-Stroke, the effects of Explosions, Floods and Suffocation, by Drowning or Choking, and all other kinds of accidents.

#### Ten Dollars

Secures a general Accident Policy for

#### Two Thousand Dollars,

With a Weekly Compensation of

#### Ten Dollars.

#### TRAVELERS' INSURANCE TICKETS

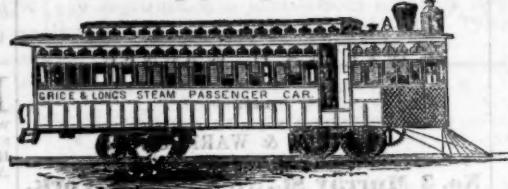
For any length of time, from one day to twelve months, are on sale at the various Railroad and Steamboat Ticket Offices and Agencies.

#### MARINE RISKS AND SPECIAL VOYAGES.

Policies are granted insuring against death by accident while sailing in steamer or sailing vessels, also for special voyages.

Ful information, together with Tables of Rates, &c., can be obtained at the Home Office, or by application to the State Agent.

# GRICE & LONG'S STEAM PASSENGER CARS.



GRICE & LONG  
PATENTEES OF STEAM PASSENGER CARS,  
FOR STREET AND OTHER RAILROADS,

AND

BUILDERS OF ALL DESCRIPTIONS OF CARS.

Fulton Works, No. 1340 Beach street, Philadelphia,  
Office 182 Broadway, New York.

The attention of all interested in Railroads is invited to our Steam Cars for city or other Railroads. Their economy, durability, and efficiency commend them to all who have them in use, or witnessed their operation. They are now being introduced on Street and Suburban Roads in and adjacent to the principal cities; also on Tributary Roads.

With minimum weight and expense they have maximum power and capacity, and are free from noise and smoke. They can ascend the steepest grades, and turn the shortest curves with facility.

We are also prepared to execute orders for all other descriptions of Cars. Circulars with detailed information will be furnished on application.

SHEFFIELD STEEL WORKS,  
ESTABLISHED IN 1848.

SINGER, NIMICK & CO.,  
PITTSBURGH, PA.,

MANUFACTURERS OF ALL KINDS OF STEEL

Best Refined Tool Cast Steel,  
LOCOMOTIVE AND CAR SPRINGS,  
RAILROAD SPRING AND FROG STEEL,  
MACHINERY, PLOW, BLISTER AND  
SAW STEEL.

SICKLE, SHOVEL, FILE, HOE, FORK AND RAKE STEEL.  
MOWER BARS. CROW BARS.

CRANK PINS. PISTON RODS.

Springs, Axles and Steel Tires, &c.

Warehouse, 83 Water Street.

SHAW & JUSTICE'S  
MERCURIAL RESERVOIR PRESSURE GAUGE,

Possesses the following Advantages over other Steam Gauges:

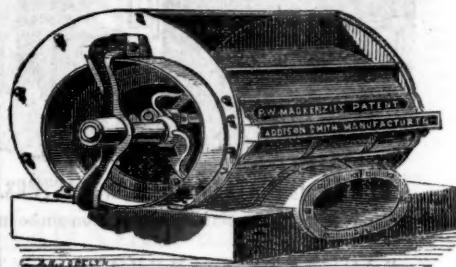
1st. It measures Pressure by the ONLY TRUE TEST, viz: THE WEIGHT OF MERCURY;  
2nd. No changes of temperature effect its truthful registry;  
3rd. If injured seriously, the mercury falls and the instrument ceases to act; WHILE MOST OTHER GAUGES ARE  
EQUALLY SENSITIVE WHEN WRONG AS WHEN RIGHT—thus deceiving the Engineer when he has most need of a MUC-  
HOR;

4th. It is COMPACT, DURABLE and CHEAP. If broken it is easily repaired and at small cost;  
5th. It has received the highest testimonial from some of the best Engineers and Railroad men in the United  
States, and is in use on many of the leading Railroads and in a large number of the Manufactories of this country.

Manufactured solely by the Patentee,

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42 Cliff St., New York.

# SMITH & SAYRE; PROPRIETORS AND MANUFACTURERS OF THE MACKENZIE PATENT BLOWER & CUPOLA, PATENT GAS EXHAUSTOR AND COMPENSATOR.



THIS Blower is a Force Blast Machine, compact, durable and requires only one-third the power necessary to drive a Fan Blower. For all purposes where a pressure of Blast is required they are quite equal to cylinders, and can be driven with one-third the power, while their cost is trifling in comparison.

We manufacture these Blowers and Cupolas to melt from 1 to 15 tons Iron per hour. They will save one-quarter to one-half the time required by the old style Cupolas, and from 25 to 33 per cent. of coal. Address

SMITH & SAYRE,  
458 Broadway, N. Y.

# WINANS' INCRUSTATION POWDER.

ONE to two pounds a week will prevent scale, and insure a clean boiler; six to ten pounds will remove old deposit and without causing leaks. POSITIVELY no injury from its use, and no foaming, as has been proved by four years' test. Cost 25 to 40 cents a week, which is amply repaid in saving of fuel. Every one-sixteenth of this non-conducting stone lining, or scale, requires 14.7 per cent. extra heat to generate steam, and injures the iron proportionately, say from 8 to 25 per cent., to go to repair account. JAMES MILLHOLLAND, Reading R. R., has used it in over 100 engines.

W. N. WINANS, 11 Wall St., N. Y.

OFFICE BELVIDERE DELA. R. R. CO.,  
Mr. H. N. WINANS: Lambertsburg, N. J. April, 1859.  
We have used your Powder for 16 months past, and I can detect no injurious effects, either to our Boilers or Engines. I have no apprehension of its doing injury, or I would not continue to use it, as I could do without it, but find the Locomotives steam better, consequently save fuel. It keeps our boilers tight, and does not foam, the flues and plates are clean and smooth, and I can detect no corrosion. N. S. CONGDON, M.M.

# Prince's Metallic Paint, AN INDESTRUCTIBLE COATING FOR IRON, TIN AND WOOD.

IT consists of seventy-two parts Oxide of Iron, and twenty-eight parts Cement Lime Stone in the one hundred pounds.

It has much more body than red or white lead. It is warranted perfectly water and fire-proof and to withstand a greater heat on metals, without scaling, than any other paint in use.

It is a perfect cover for all kinds of iron, tin or wood-work, out-houses and canvas coverings. It prevents and arrests the corrosion of metals, and is not affected by the action of salt, gases, acids or ammonia.

As a coating for patterns of iron or wood, when mixed with shellac, it is much superior to beeswax, oil, or shellac alone as has been proven at the largest foundries in the country.

For patching boilers and making joints, it is considered superior to red lead, or any other preparation.

For cleaning metals it takes the place of crocus, rouge and emery, being better and cheaper.

This Paint requires no more oil than dry lead or zinc, and much less than the ordinary mineral paints. It is free from any waste, and possesses a spreading and covering power unequalled.

T. E. RIMIS,  
By the Barrel or Half Barrel, FIVE CENTS  
per pound.

A liberal discount made to parties purchasing by the ton. A Barrel or Ton will be forwarded to any Railroad companies desirous of testing its qualities, for which there will be no charge if it does not give entire satisfaction.

Also, Prince's Imperial Black Paint, and Prince's Protodox of Iron.

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